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ABSTRACT

The American Institute of Architects, locally and nationally, is active in supporting environmental education efforts in the schools. Because of its "endangered" status, Union Station in Kansas City, Missouri, was chosen by the Kansas City chapter as the second focus landmark in the their series. This interdisciplinary field guide serves as a prototype for guides on other landmarks as well. The specific activities in the book include: (1) a field trip guide with a variety of activities; (2) a Union Station board game; (3) economic decision making models; (4) a "Daily News" reprint with questions and answers; and (5) activities designed to develop advocacy for a quality built environment. Some of the activities included are cut-out models, a numbers game, a Union Station song, and architectural comparisons. A list of 28 related resources is given. (PPB)

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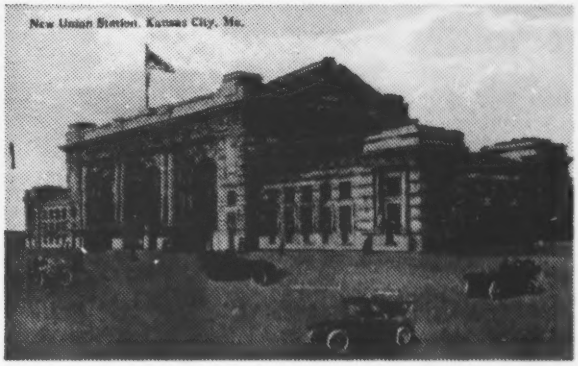
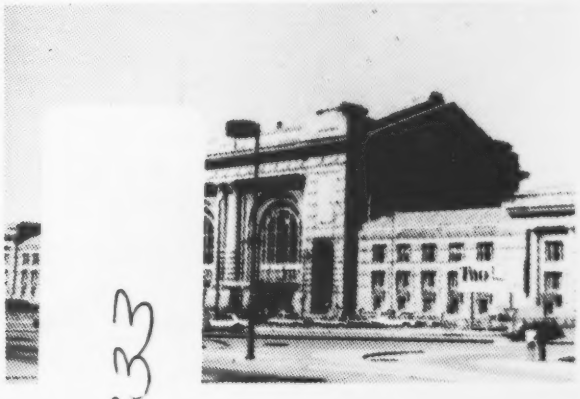
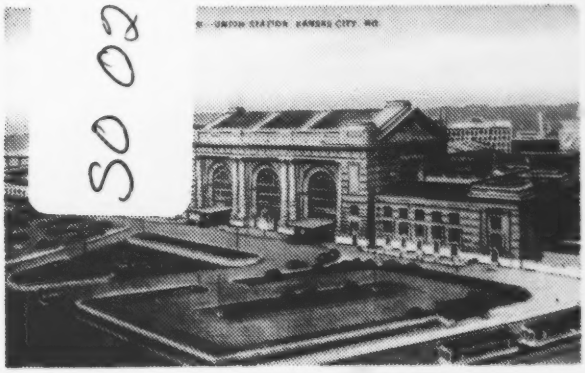
ARCHITIVITY

Union Station







SO 020 333

An Interdisciplinary Guide to Kansas City's Most Monumental Landmark

Many thanks to
The American Institute of Architects
ArchiNet
The Committee for Union Station
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ARCHITIVITY: UNION STATION

An Interdisciplinary Guide to Kansas City's Most Monumental Landmark

Ginny Graves, Editor
Karen Dell Schauber Curriculum Advisor

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ARCHITIVITY: UNION STATION

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INTRODUCTION

The American Institute of Architects, locally and nationally, is active in supporting environmental education efforts in the schools. Graduate courses for credit, tours, and in-school experiences are just a few of the areas in which architects and teachers are collaborating to make built environmental education a part of each student's everyday life.

Teachers are responding to this effort with their own programming. ArchiNet began in Kansas City as a direct result of the AIA programs. It is these teachers who sponsored the idea of concentrating each year on a particular city landmark as a focus for more study and experiences at the field trip site. Because of its "endangered" status, Union Station was chosen as the second focus landmark in the series. Several graduate credit courses taught through area universities—Kansas State University, Ottawa University, and the University of Kansas—have featured Union Station speakers and materials in depth.

Members of these classes and members of the ArchiNet organization processed class information and then compiled their findings into this interdisciplinary field trip guide, **Architivity: Union Station**, with emphasis on the sometimes over-looked environmental and architectural features of the Station. It is hoped that this basic model, which provides enrichment for social studies, writing, mathematics, music, and art, will reach every type of learner and reach into every curriculum area. Its interdisciplinary format can serve as a prototype for guides to landmarks, not just in Kansas City, but elsewhere.

Dissemination of the materials will occur on several levels. For educators, **Architivity: Union Station** will be available in area school resource centers, and through the AIA, KC office for reference and duplicating.

In order to call public attention to the importance of this landmark, ArchiNet, in collaboration with the AIA, planned a community-based activity at Spirit Festival '87, a city-wide Fourth of July celebration held on the grounds of Liberty Memorial and overlooking Union Station. You will see Spirit program pages incorporated into the field trip guide.

We hope you enjoy and use our second field trip guide, **Architivity: Union Station**, a field trip guide to Kansas City's most monumental landmark.

Ginny Graves, Editor
Karen Dell Schauber, Curriculum Advisor

A special thanks to Dean W. Graves, ArchiNet advisor and "architectural hand-holder" for this project.

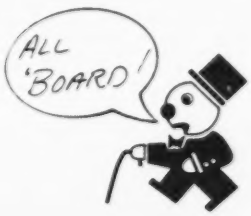
HOW TO USE

The notes below refer to specific activities in the curriculum and will help you to use the activity pages more efficiently.

Field Trip Guide. The best way to get to know a building is by visiting it. At the time of the printing of this guide, Union Station is not available for touring. However, there is more than enough to see and talk about from the outside. A good place to begin: Liberty Memorial Plaza overlooking the station. (See **Architivity: Liberty Memorial** for a skyline identification of buildings from that vantage point.)

Union Station Game. Enlarge the Union Station Game Board. Students may want to color in the squares, adhere to posterboard and plastic laminate for more durability. The "train playing pieces" should be sized accordingly. Use any rules currently used in popular games of today and adapt or simplify according to your age group. Students can be encouraged to make up their own game cards with other questions and answers.

Economic Decision Making. Some people feel that the land usage around Union Station and the money its development will generate is more important than the actual design solution for Union Station. The Economic Decision model will help to take the Union Station problem from a purely aesthetic exercise of space usage into an area of fiscal responsibility.



Daily News. Use the newspaper reprint insert for answering questions throughout the field trip guide. Thanks to the Kansas City Star for allowing this usage. Inserts in the opposite pocket page contain updated information or educational materials about Union Station.

Advocacy. One of the goals for built environment education efforts is to bring up advocates for a quality built environment. The suggested advocacy models (City Beautiful Award and Action Letter) contain a perplexing puzzle when dealing with Union Station. What group, individual, or governing body will be influenced or can make a difference?

People who are making it happen!
On an individual basis, many people are making a difference. Barbara Katz wrote the Union Station song which has been sung and performed by kids, bands and orchestras all over Kansas City. Phelps Murdoch coordinated the Union Station videotape and Walter Cronkite gave of his time to narrate it. Willard Scott wore a "Union Station model hat" on national television to focus his interest in Kansas City's station. Dale Reidl, a student at Sumner Academy painted an oil painting of the landmark. Sharon Hoffman (and friends) formed a citizen support group for Union Station. Barbara d'Harlingue made a "pop-up" book showing all of the station plans. Irv Maizlish led the Mayor's Committee.

And... teachers and citizens from all over the Greater Kansas City area contributed their ideas to **Architivity: Union Station.**

HOW TO USE

Thanks to all of those people who believe that our city would be a lesser place without this monumental landmark and are willing to "speak out" in their own individual ways to spread this belief.

Information Dissemination
Arthur Bryant's Barbecue
Jody Craig
Walter Cronkite
Max Fearing
Friends of Union Station
Historic Kansas City Foundation
Sharon Hoffman
Trula Hunt
The Kansas City Planning Center
Kansas City Museum
Kansas City Spirit Committee
The Kansas City Star
Kansas State University
Kid City Star
The Learning Exchange
Irv Maizlish
Mark McDonald
The Missouri Valley Room
Phelps Murdock
Michael Nelson
Joseph J. Oshiver
Ottawa University
Dave Scott
Mary Sanchez
Bill Schauber
Willard Scott, NBC
University of Kansas
Wilkes Design

Creative Contributions
Punky Beasley
Harriet Bigham
Sharon Blount
Judith Bois
Kay Boyd
Grace Bridgeford
Doran Cart
Mary Conrad
Roland Frerking
Barbara d'Harlingue
Bob Davis
Sally Day
Jeff DeGasperi
Dean Graves
Louanne Hein
Charles Helzberg
Anne Hunt
Barbara Katz
Aimee Larrabee
Vince LaTona
John Lee
Debbie Lerner
Jane Meade
Jarie Midgett
Craig Patterson
Irving Phillips
Charlie Podrebarac
Ron Poplau
Rick Powell
Dale Reidl
Jodie Reiter
Mike Savage
Karen Dell Schauber
Tim Schickles
Frances Schilling
Molly Smith
Joan and Harris Stone
Tammy Stone
Bill Strong
Diana Swezy
George Thompson
Anita Tobey
Don Watts
Barbara Weatherford
Mary Wiggins

MY GRANDMOTHER MADE A PILE OF ARTICLES FROM THE NEWSPAPER!
MY UNCLE JOINED THE COMMITTEE FOR UNION STATION!
MY MOM and DAD HELPED TO CHANGE the 2/3 VOTE REQUIREMENT!
I MADE A POP-UP BOOK!
WE CREATED A DISPLAY OF UNION STATION MEMORABILIA FOR OUR SCHOOL LIBRARY
I WROTE ABOUT MY GRANDFATHER'S MEMORIES of the STATION!
WE DID A UNION STATION "RAP"!
WE BUILT A MODEL!
I PAINTED IT
I PHOTOGRAPHED IT
I DESIGNED A BUTTON

FIELD TRIP PLANNING SHEET

Place/Destination: **Union Station** Teacher's Name _____

Address: Pershing at Main _____

Phone _____ Contact Person _____

Hours Open _____ Days Open _____ Charges _____

Transportion: Bus _____ Car _____ Car Insurance Form _____

On-Site Guide _____ Length of tour _____ Self guided _____

Time of departure from school _____ Expected return time to school _____

Preparation Guide:

___ principal/office notified
___ number going
___ school district field trip form
___ cafeteria notified
___ special teachers notified (music, art, physical education, library)
___ driving route devised with routing past major landmarks

On-Site Check List:

___ Lunches
___ Drinking Fountain
___ Restrooms
___ Snack Bar
___ Spending money
___ Permission Slips
___ Art Supplies
___ Cameras

___ Clip Boards and pencils
___ Walking Tour Script
___ Rules Reviewed with pupils/parents
___ Nametags
___ Microphone ordered
___ Rain plan
___ Appropriate clothing for space (heated or outdoors)

Possible Data Retrieval Sheets:

___ Architivity Hunt
___ Map the area
___ Compare and Contrast
___ Landmark Map
___ Other

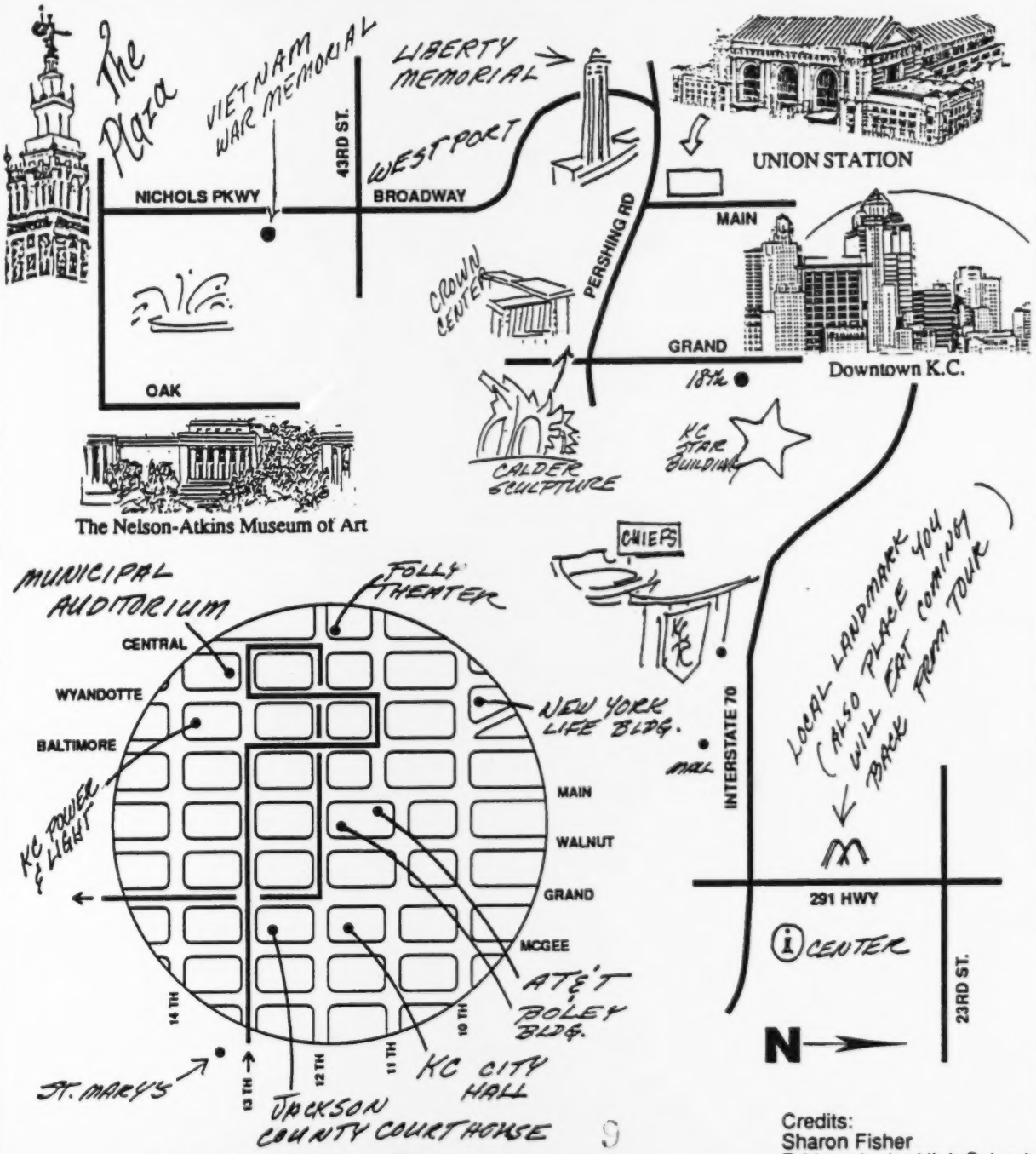
___ **Parents Accompanying:**

_____
_____
_____

8

BUS ROUTE

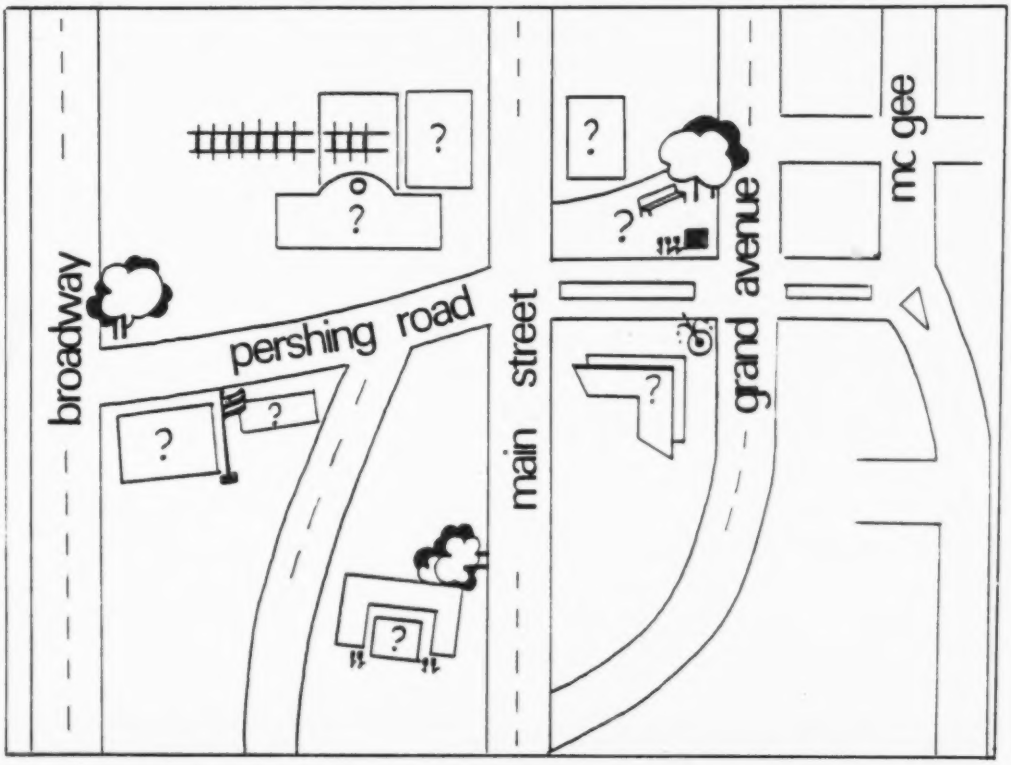
Prepare a landmark map for students to use on the bus when visiting Union Station or any Kansas City site. Simplify the map by designating only major landmarks between your school and the field trip site. Pre-field trip instruction might include familiarization with the landmarks which will be passed along the bus route.



Detail of Downtown K.C. Bus Route

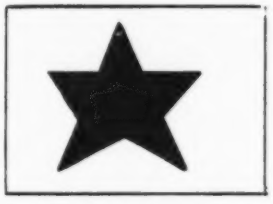
Credits:
Sharon Fisher
Bridger Junior High School

MAP THE AREA

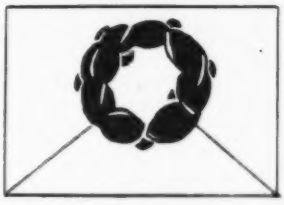


FIND AND LABEL THE FOLLOWING ON THIS MAP:

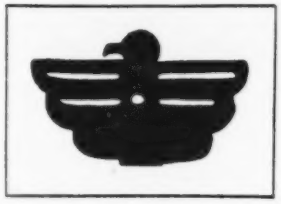
1. Union Station
2. Liberty Memorial
3. The Westin Crown Center
4. Washington Square
5. One Pershing Square
6. Two Pershing Square
7. The Main Post Office
8. 215 Pershing Road (formerly Sweeney Automotive and Electrical School)



STAR ON STATUE OF GEORGE WASHINGTON



WREATH ON UNION STATION



EAGLE ON POST OFFICE

KEEP AN EYE OUT FOR DETAILS!

BACKGROUND: UNION STATION

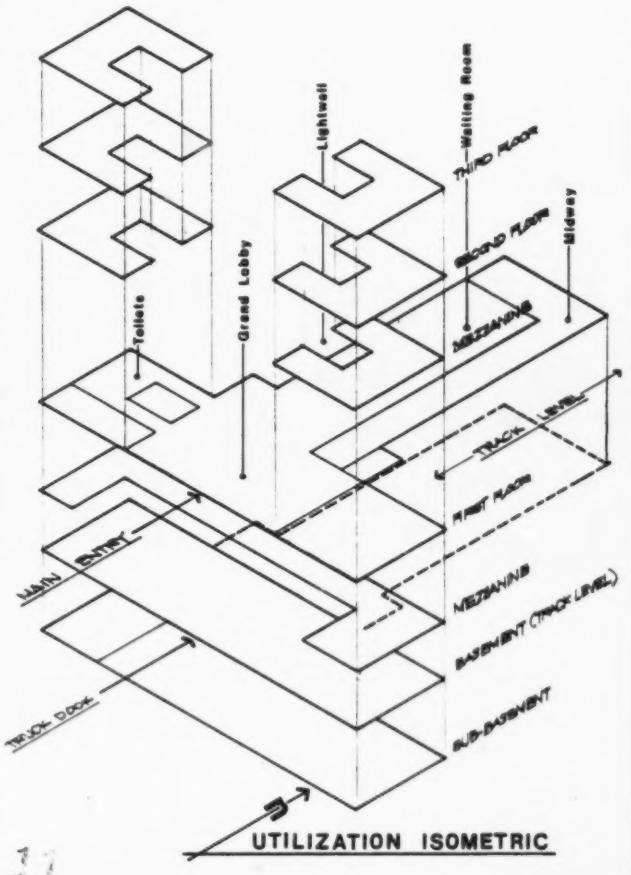
Jarvis Hunt, architect of the station, was one of the men responsible for opening up the city with his brilliant plan for moving the old Union Station from the hemmed-in West Bottoms location to the present one. Kansas City's Union Station was an innovation in railway station design. Unlike many terminals, the trains actually passed through the structure rather than running along beside it.

The Station consists of six stories with separate levels for passengers, waiting room and baggage. Hunt devised a unique tri-level system which would eliminate collisions between passengers attempting to reach trains, those who were using the building's services and the movement of baggage. Hunt's preciseness extended to the interior furnishings. Design of the gigantic chandeliers was such that they could be lowered for cleaning or service by means of a pulley system.

Kansas City business leaders had been agitating for a beautiful city since 1870. The development of Union Station focused interest on a specific site. The creation of a civic center around Kansas City's "doorway to the world" would insure that visitors would step off the train and see Kansas City's best. Jarvis Hunt's plan projected that visitors would view the existing clay bluffs replaced with a prestigious domed city hall, a post office, a library, art museum, county building, a hall of records and an armory.

Union Station served as a setting for much of the city's social life in 1904 when it was completed. The Harvey House restaurant never closed and local residents would drop in for an after-theatre snack of bar-le-duc and cream cheese served by the black shirted-black skirted (and white aproned) Harvey House girls. The station was also the scene of the city's most notorious gangland crime, the Union Station Massacre, involving "Pretty Boy" Floyd.

Hunt's formula for a civic center to the south of the station was beyond the comprehension of local politicians and was never fulfilled. But the "Jarvis Hunt plan" was the basis for urban planning in other cities and Kansas City benefitted from his ideas when the World War I Memorial was constructed on the same site.



UTILIZATION ISOMETRIC

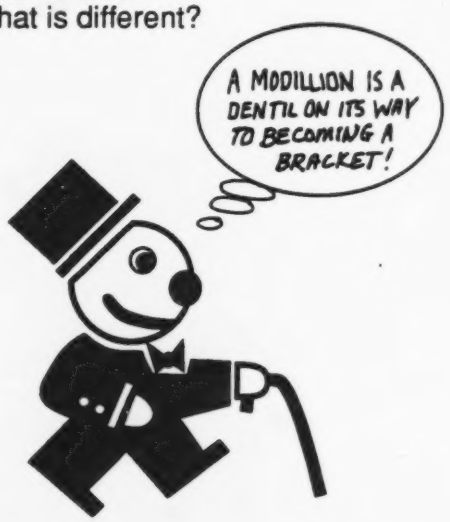
VOCABULARY

Union Station is described as a building in the Beaux-Arts style. Other historians describe its style as Neoclassical. Buildings in this style incorporated architectural details such as arches, columns, friezes, and classical ornament like wreaths, swags, and a temple form (you may have see these details on the Union Station illustration). It was built as part of the City Beautiful movement to replace the old Union Depot, built in 1878. Kansas City residents familiarly called the style of that station, "Frenchy."

Architectural style names are like labels on cans of food that you see at the grocery store. They tell you a little bit about the building, but not as much as you want to know. Identifying the names of architectural details tells you even more. Although the details shown here are both on railroad stations (the old railroad station on Union Avenue and Union Station on Pershing), you will find them on other buildings in any city.

TAKE A LOOK!

Compare and contrast the details of the two buildings.
What is alike?
What is different?



What are the similarities between the two stations?

Think about site, size, how the city felt about itself, access to the river, and interior spaces.

Name three things you like about the style of present day Union Station.

Write ten words that describe Union Station, or circle any words which reflect your feelings.

Write a questions about the building that will help people to look more closely at the exterior of the building.

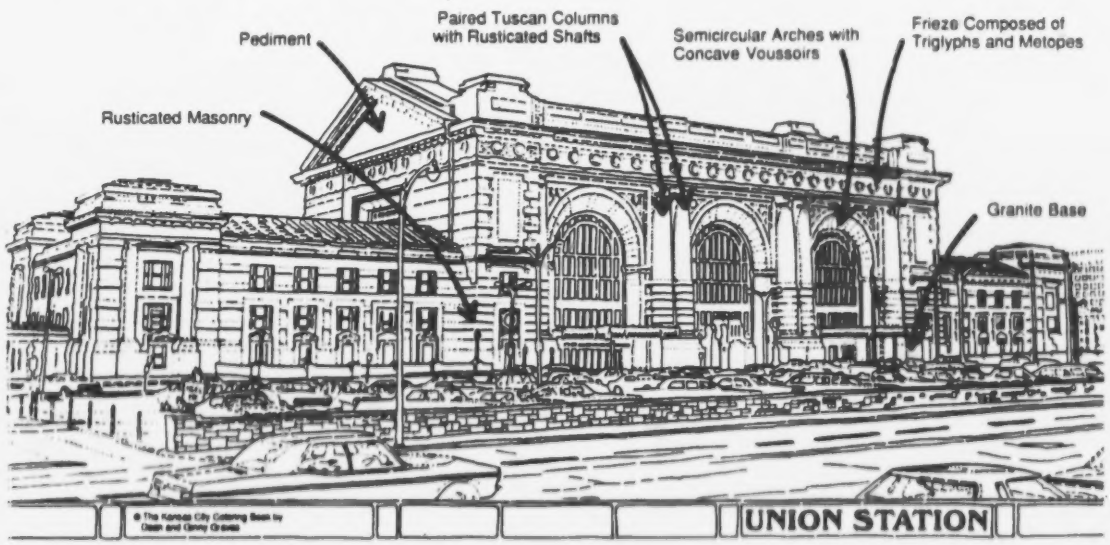
Write five architectural terms that you can identify on this building.

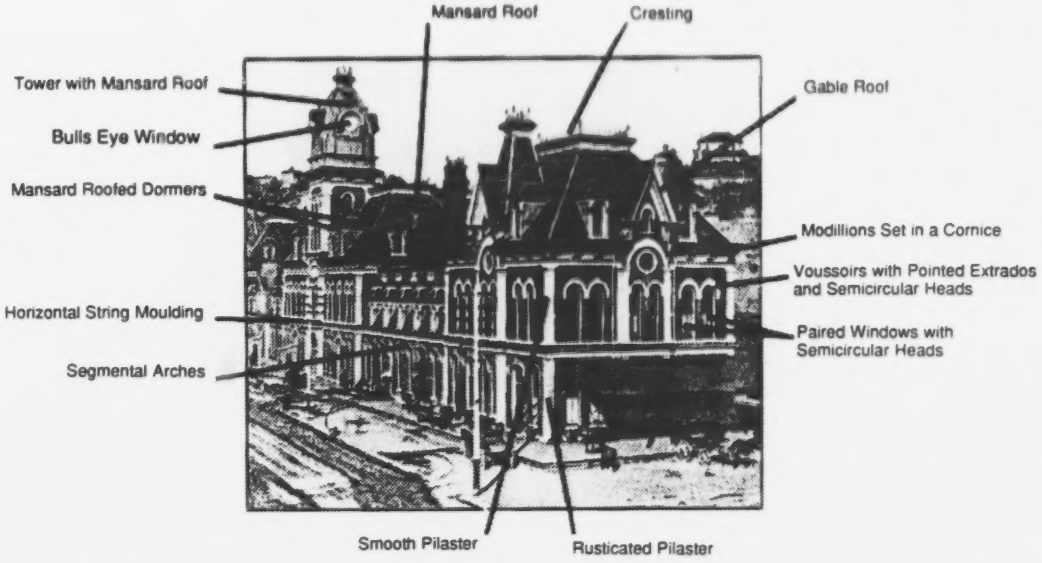
Would Kansas City be a lesser place without Union Station?

Credits: Style page prepared with the assistance of
Harriet Bigham, Sumner Academy;
Doran Cart, Historic Kansas City Foundation;
John Lee, University of Kansas;
Missouri Valley Room, Kansas City Public Library.

COMPARE AND CONTRAST

Classical Temple Form





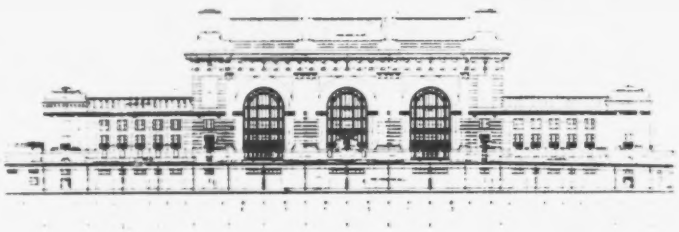
5 Part (Quinquepartite) Facade Organization:
Central Block, Hyphens, End Pavilions

Second Empire Style
(or, Picturesque Eclectic)

13

WHAT IS A LANDMARK?

by Ginny Graves



Some consider Union Station to be Kansas City's most important landmark. When built, it was not just a transportation link, but stood for something greater: the city's growth and progress. Nationally, it is still considered to be an architectural gem and a major planning achievement. There is no comparable interior space in the country. People from out of town come to look at Union Station and admire its design and setting in the center of Kansas City. The design and location of Union Station influenced the development of another Kansas City landmark, Liberty Memorial.

What is a landmark? What does a landmark do? How do you know a landmark when you see one? Although Union Station is a landmark for Kansas City, it may not be a landmark for your neighborhood or school. What is an important landmark for the place where you live?

Sometimes a building, a statue or an area becomes such a significant symbol that citizens begin to feel that it belongs to them, the people. Union Station is one of those buildings. It was built with private funds by the Kansas City Terminal Railway Company, and although it has changed hands, is still privately owned today. Nevertheless, the people of Kansas City feel that Union Station belongs to them—they want to be a part of deciding how it will be used in the future. The Mayor has appointed a committee, representing the citizens, to help make decisions about Union Station's future.

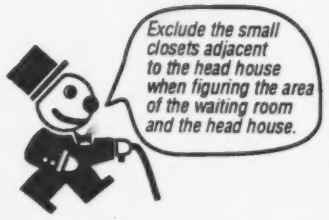
What happens when changes are made to an important symbol? Who decides when a landmark is altered? What happens when you add to it? take away from it? tear it down? How would it make you feel if these things happened to your favorite neighborhood landmark? to Union Station?

14

FUN WITH NUMBERS

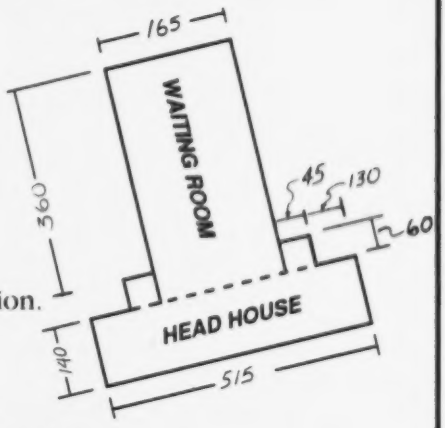
by Frances Schilling
Indian Hills Middle School

Here are some Architivity mind benders for you!



The Kansas City Union Station, opened in 1914 and closed in 1983, was the third largest train station in the world and the largest in passenger accommodation.

Problems 1–5 refer to the figure at the right. All measurements given are in feet.



1. Find the perimeter of the Union Station.
2. Find the perimeter of the waiting room.
3. Find the perimeter of the head house (lobby).
4. Find the area of the waiting room.
5. Find the area of the head house.

The peak of activity for the station occurred in the 1930s and 1940s. During this time,

6. An average of 3,500 tickets were sold each day in the station.
   a. How many tickets were sold each hour on an average?
   b. How many tickets were sold in an average week?
   c. How many tickets were sold in an average year?
7. The station served an average of 5,000 passengers per day and processed 10,700 pieces of baggage each day. On an average, how many pieces of baggage did each passenger have?
8. 236 trains arrived or left the station each day. That is approximately one every _____ minutes?

At this time, mail was transported by rail and was an important part of the railway service. A tunnel from the station to the Main Kansas City Post Office was constructed to carry the mail back and forth.

9. 148,000 mail sacks came into the station per day.
   a. How many mail sacks came per week?
   b. If mail sacks were carried on only 96 of the incoming trains, how many sacks did each train bring in on an average?
10. The first recorded traffic accident occurred in Kansas City in 1904. How many automobiles were in the town at that time?

CAN YOU REMEMBER ME?

by Doran Cart &
Historic Kansas City Foundation

Write in the name of the building on the line next to the picture that best describes each Landmark. Ask someone who can remember these special buildings. Do they have any stories about these places?

City Hall, designed by Simeon E. Chamberlain. Built in 1891 and located near the City Market (Main and Fourth), it was demolished when the current City Hall opened in 1937.

Convention Hall, designed by Frederick Hill. Constructed in 1899 for the 1900 Democratic Convention, it burned but was rebuilt in less than 90 days (12th and Wyandotte). Demolished for construction of Municipal Auditorium and park, 1934.

Federal Courts Building and Post Office, 1896–1900, on Grand between 8th and 9th, demolished in 1938 to make way for a new Federal Courts Building.

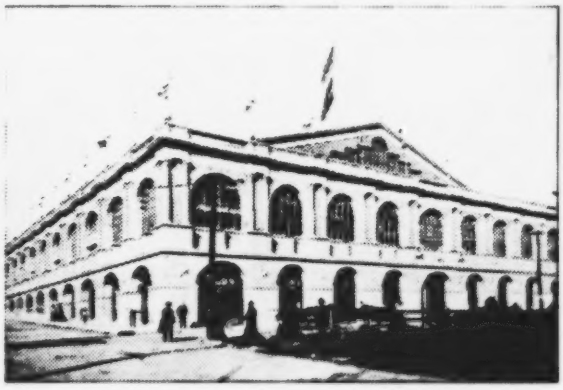
Jackson County Courthouse, 1892, designed by Asa Beebe Cross. Located near the City Market, it too was demolished when the current courthouse was constructed (after 1934).

Union Station, designed by Jarvis Hunt and opened in 1914 (located at Pershing and Main). Future unknown.

16

CAN YOU REMEMBER ME?

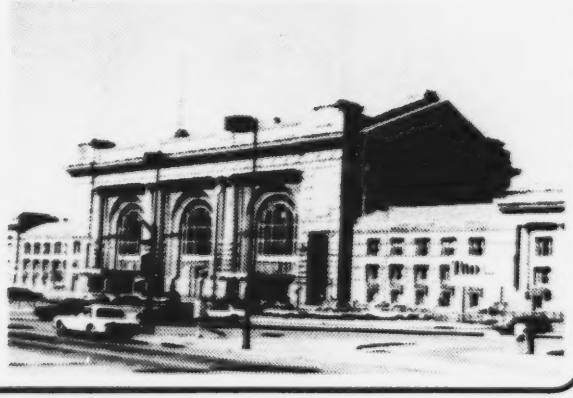
1. ____



2. ____

3. ____

4. ____



5. ____

MORE THAN A BUILDING

Union Station is more than a building. It is memories—memories of Kansas City. It was the excitement of journey. It was the sign of a city prosperous and growing in the early 1900's. It was hard benches and tears and a soldier going off to war, the tinkle of glasses from the Westport Room, it was coffee candy and a new Story Book doll for the trip, balloons on the ceiling, the snap of the shoe-shiner's cloth, the smell of old leather suitcases and the tinny intercom blast of "All 'Board" when a train was ready to pull-out. On the tracks, it was the heavy odor of diesel oil, the wetness of steam as it hit the rock bed, the clank and thump of the wooden-wheeled baggage carts on the quay.

We can talk about this building's grand proportions, its majestic space, its architectural details, but in the end, it's most important function is that it is a building which tells a thousand stories about our city and its people. How can we learn those stories? By asking.

Interviewing someone for "oral history" can be as simple as a conversational, "Tell me about your memories of the sights, sounds, smells of your visits to Union Station." The following questions suggest a more structured "mind-jogging" approach. Since Union Station has been closed for many years, it is helpful to get the memories "rolling" by calling or sending the interviewee a list of questions ahead of time. This enables your Union Station source to begin to think about and recall their special memories before the actual day of the interview. One idea will lead to another.

1. Person interviewed _____

_____

2. Age now _____

3. What's the first thing you think of when you hear someone say, "Union Station?"

4. What do you remember about your trips to Union Station? Think about these things: the sights, sounds, and smells, the important events, funniest, fondest or saddest story.

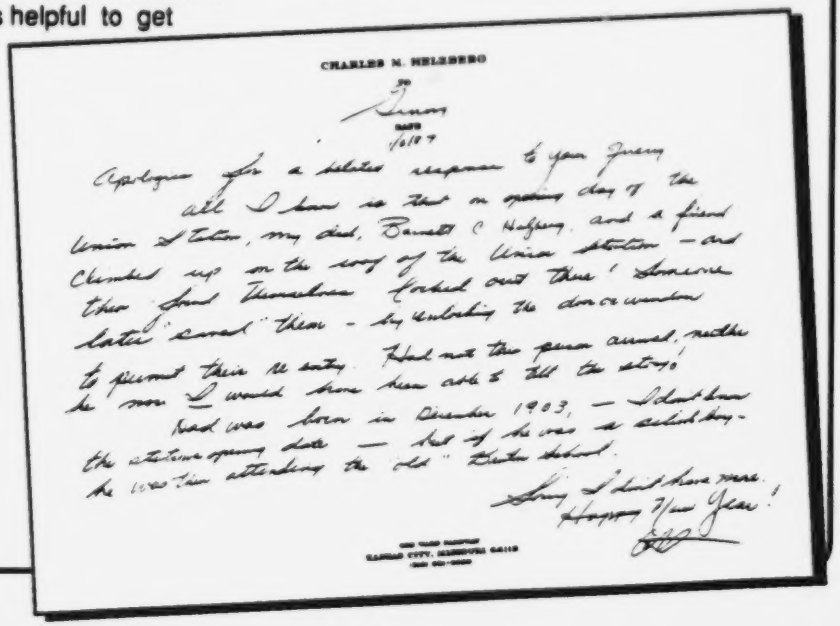
5. Are there any important events in history that you associate with Union Station?

6. Do you have memories of Union Station from when you were my age? Tell me.

7. How do you feel about the shape and appearance of Union Station today and what would you like to have happen to it?

As the interviews are compiled, you can make a list of the uses and users of Union Station. This will demonstrate the Station's economic importance to Kansas City.

Credit: Eileen Bergman, Boone School, Center School District; Judy Bois, Somerset School, Shawnee Mission School District


CHARLES N. HELZBERG

Kansas

DATE

1/6/87

Apologies for a belated response to your query.
All I know is that on opening day of the Union Station, my dad, Barnett C. Helzberg, and a friend climbed up on the roof of the Union Station — and then [illegible] themselves locked out there! Someone later "saved" them — by unlocking the door or window to permit their re entry. Had not the person arrived, neither he nor I would have been able to tell the story!
Dad was born in December 1903, — I don't know the station opening date — but if he was a school boy he was then attending the old "Manual" School.
Sorry I don't have more.
Happy New Year!

14

"THE IRONY OF JIM CROW"

Joe Sears, originally from Newton, Kansas. and Archie Jones, originally from Topeka, Kansas, came to Kansas City in the 1930's to find good jobs. Both started working for the Santa Fe Railroad. Joe started in 1936 at $95 a month and Archie, in 1937 at $105 a month. When Archie started working at the Station, he can remember looking for and finding the bullet marks from the infamous massacre. The men were in and out of Union Station daily, though they were employed by the Santa Fe Railroad, not Union Station. While many blacks worked on the trains, the foremen were always white.

Joe and Archie worked on the trains as porter brakemen, who performed the same jobs as brakemen, in addition to keeping the head cars clean. Brakemen and porter brakemen were responsible for the movement of the trains. They were responsible for the starting and stopping of the trains, for checking on any problems impeding the movement and for helping to remedy any problem which arose so as to eliminate or at least shorten delays. Before the use of radios the brakemen and porter brakemen picked up the orders from "boards" along the tracks. The orders would give a variety of instructions, as to where to stop to pick up the next train, or where to watch for a train-gang of repairmen. As a train approached Union Station, the brakemen and porter brakemen were responsible for the train to shift to the assigned track and to ready passengers for unloading.

Fred Harvey usually employed Germans as cooks, though Joe and Archie can remember a few Frenchmen and one black as cooks at the station. Joe and Archie said that the same scheme was followed on the trains. Fred Harvey had all the restaurant business on the trains of the Santa Fe Railroad. For the parlor, lounge and bar cars, Fred Harvey employed light-skinned blacks.

While most jobs on the trains and in the station were considered good positions due to the security, "none of the big jobs" was held by blacks. There were no black telegraphers, clerks or ticket sellers. There were no black carpenters, pipefitters (plumbers), painters, electricians or mechanics (for the conveyor belts in the basement). The cigar stand always had white clerks. Union Station in Kansas City was one of the few depots in the nation which had only whites as red caps. All foremen of crews were white. All janitorial jobs, except for the foremen, were held by blacks until machines were added. With the addition of machines, whites also were hired for janitorial jobs. Ironically, Joe and Archie were responsible for enforcing the Jim Crow law, which meant that they had to place any black passengers in segregated seating. They did see the elimination of this law before retiring.

Blacks began to acquire some better jobs in later years when a Mr. Pierce became assistant station master. Pierce, a black who started as a janitor, gradually moved up to assistant station master, though not without a great deal of opposition.

Joe Sears had completed two years of college and was bothered that a white person, often with less experience and less education, would be granted the job of foreman. Joe filed the suit "Joe Sears versus Santa Fe" and the Union Transportation Union in 1965. Joe did not win the suit until 1985, twenty years after the suit was first filed. At that time, Joe was already retired. Now black engineers and conductors can be found on the trains.

Credits: Oral history recorded by Mary Conrad, Sumner Academy

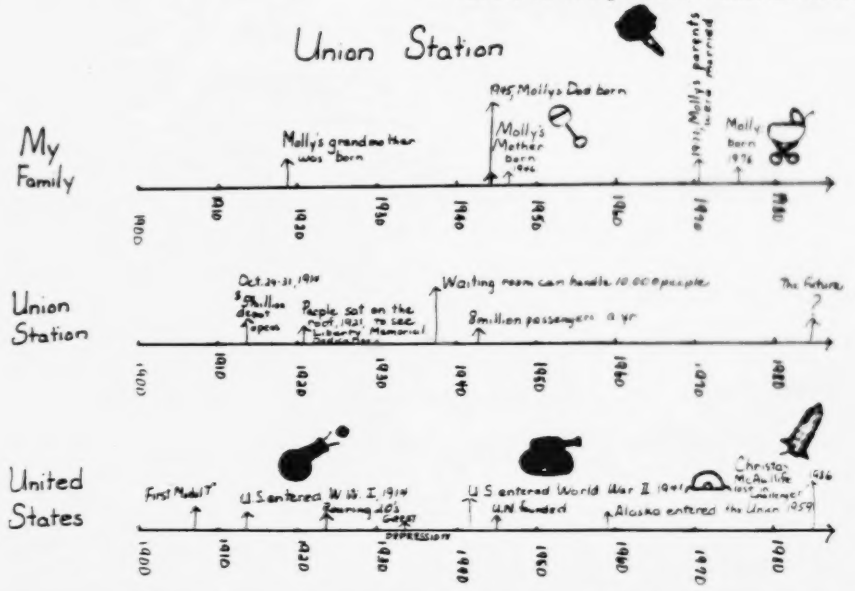
TIME LINE

Create a Time Line highlighting Union Station events in relation to events in the United States and in the student's own personal history.

Some significant dates in the history of Union Station. Can you add others?

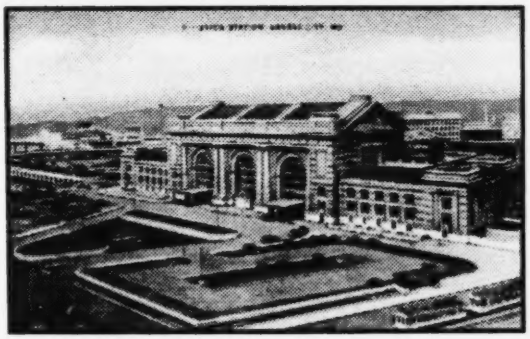
1878: Old French Union Station built in West Bottoms
1906: Kansas City Terminal Railway selects Jarvis Hunt as architect for Union Station
1903: Old Union Avenue Station flooded
1968: Railway mail service discontinued
1933: Union station massacre
1947: Escalators installed
1977: Voters rejected tax increase to turn station into Science Museum
1867: Kansas City's first rail servce
1914: Union Station dedication
1901: Construction begins on Union Station
1869: Hannibal Bridge built
1970: Movie, "Silver Streak" filmed at Union Station
1984: Trizek purchases property
1983: Winter heating discontinued; Am Trak constructs plastic bubble for passengers
1951: Sub-basement floods
1987: ArchiNet sponsors first Union Station class for teachers and tours station
1976: Trizek Properties, Inc. buys out Union Link, Inc.
1971: Kansas City Terminal Railway and Union Link, Inc. form Union Station Development Co.
1921: People view Liberty Memorial Dedication
1988: Bond vote includes Union Station renovation
1985: AmTrak moves to new building
1986: Union Station Development Co. offers to turn over Station to city-appointed committee
1978: Engineering survey indicates little deterioration in building
1972: Union Station placed on National Register of Historic Places

Credits:
Judy Bois, Somerset School;
Art Work: Molly Smith, Somerset School.



THE ARCHITIVITY HUNT

by Karen Dell
and Punky Beasley



Can you scope out Kansas City to answer these questions?

1. This enormous building covers 5.57 acres with a waiting room capacity of 10,000 people. Designed by a Chicago architect, Jarvis Hunt, the form of the building followed its function as a passenger train depot, the terrain of Kansas City, and the vision of the city's future growth. _____ opened in 1914 and over two hundred trains and 35,000 people passed through it daily in its heyday.

2. A bronze statue of the "father of our country" astride his horse stands in _____, the park named in his honor. This statue was given by 109,000 Kansas Citians and dedicated on Armistice Day in 1925.

3. Dedicated in 1926, this monument and adjacent buildings were designed as a tribute to those who fought in World War I. The central tower rises 217 feet and is flanked by sphinxes who hide their faces to forget the horrors of the war and in fear of what the future may hold. The illusion of a flame atop _____ has been created through colored lights and steam.

4. With letters in hand, climb the steps to one of three entrances to the _____. The site of this building was chosen because it was close to Union Station. An underground tunnel connects the buildings. Doric columns grace the northern facade with metal spandrels in between. Built in 1933, 4½ million pieces of mail pass through this building daily.

5. These are the "new kids on the block." Their mirrored windows reflect the buildings of the past and you can peer over the railings of _____ and _____ to see the trains pass on the tracks below.

6. Built into the limestone bluff once called Signboard Hill, this hotel is part of a commercial, residential, and retail complex. There are over 700 rooms for guests in a fifteen-story, L-shaped section of the building. The hotel is called _____.

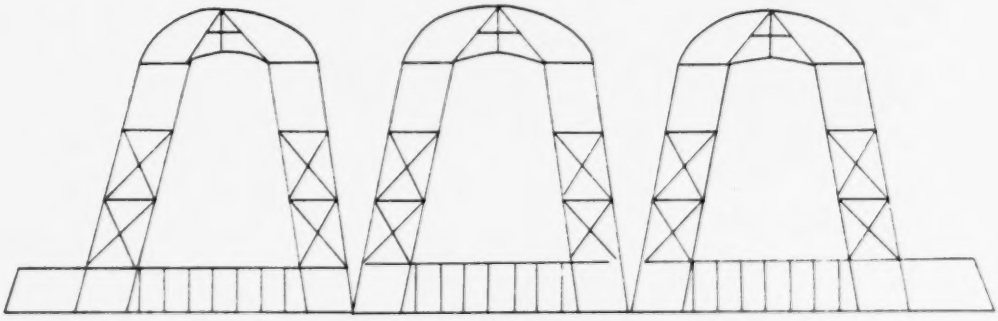
7. The curved and angular arcs of this brilliant, red-orange sheet steel sculpture contrasts with the surrounding rectilinear buildings. The sculpture was created in 1965 by the artist, _____. What do you suppose the artist was trying "to say"? What do you think about when you look at this sculpture?

BUILD THE HANNIBAL BRIDGE

by Debbie Lerner &
Historic Kansas City Foundation

Follow these instructions, and you can become a bridge builder.

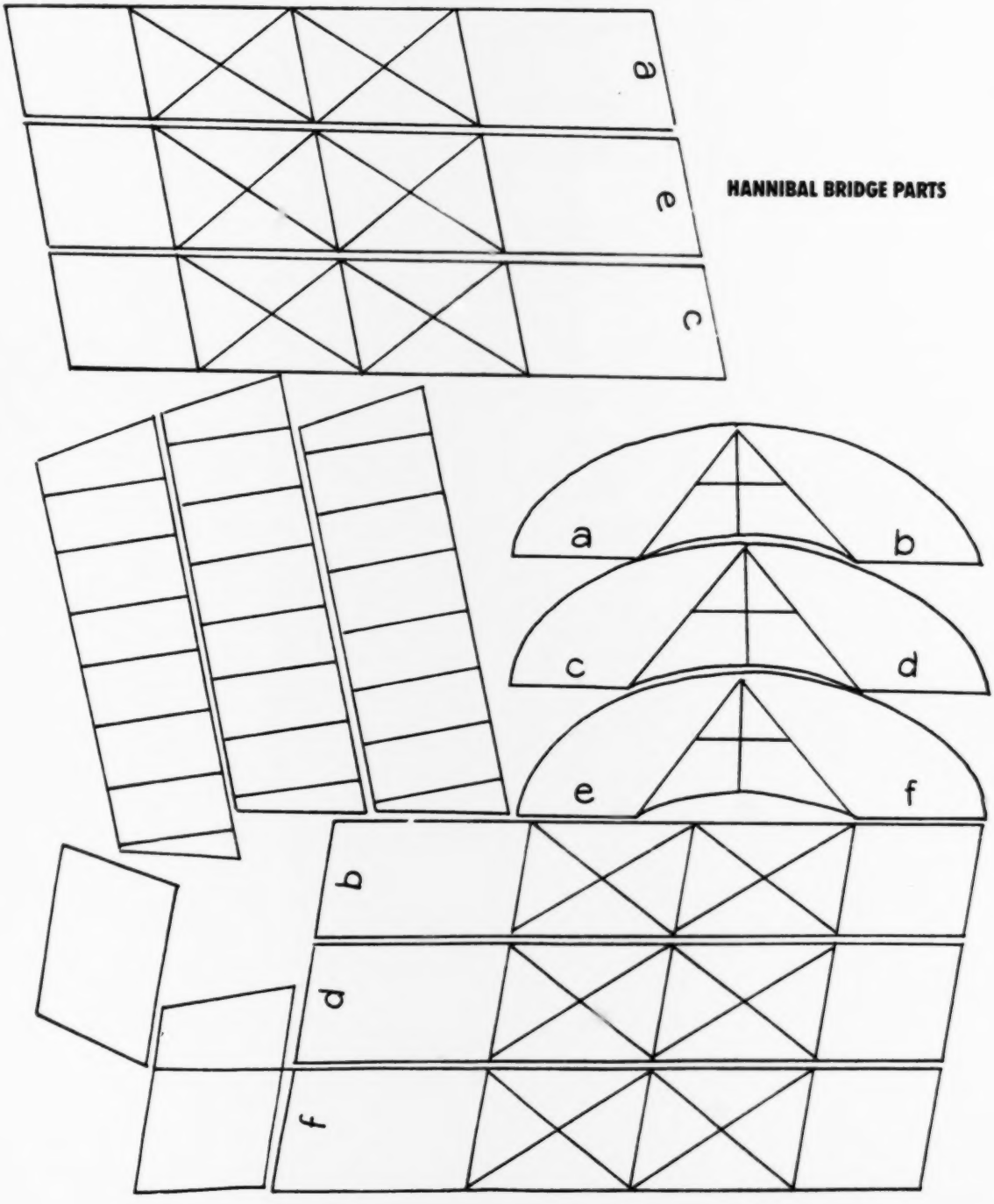
The Hannibal Bridge was the first railroad bridge across the Missouri River when built in 1869. With it, the future of Kansas City as a railroad center was enhanced. Seven different railroads crossed the bridge, connecting points around the country. The design of the bridge was also important for its innovative engineering and adaptability to river traffic.



HANNIBAL BRIDGE

You can "construct" one span of the Hannibal Bridge by cutting out the parts and pasting them on a 12" x 18" sheet of construction paper so that the letters match up. Then draw in the perfect scenery. Start with part "a-b" first.

BUILD THE HANNIBAL BRIDGE



LOCOMOTION COMMOTION

What is "Locomotion Commotion?" It is a physical activity designed to demonstrate the size and feel of Union Station in its heyday. This activity can be done on the playground, in a gymnasium or any large space. If you can pace off an area equal to any one of the measurements of the Station, for instance, the head house or the waiting room (see plan) and then take just part of that space for the activity, it will give the students feeling of the vastness of Union Station. The following commentary will give you an idea of how you might run the activity. Since most children will not have visited the Station, you may need to begin with a generic approach to "travel buildings" and then work up to Union Station.

"Have you ever been to a train station? a bus depot? an airport? any busy place? People are rushing around, getting ready for their trips, checking their tickets. What else are they doing? (Looking up at the schedules, moving their bags, buying a magazine, taking their hats off and on, sorting through their pockets, motioning to others to follow them, rustling around in their briefcases.) Think of all the things that you see people doing there." Allow time for children to give their own answers.

"Now.....remember what you know about railroad stations and particularly, Union Station. Who worked there? What was there to see? To do? Pretend you are just one of those people—are you meeting someone, going someplace, or working? When you decide which activity you want to act out, think of five or six special things that person would be doing...then, we begin 'Locomotion Commotion.'

"The entire class will be doing this at one time. Walk very hurriedly for five counts, then stop for five counts and do one of the activities you have thought of (perhaps check your watch) for five counts...and change direction. Continue in another direction and portray another activity during the action period. Walk, pause, act. Walk, pause, act. Could someone guess who you are by what you are doing? Let's try it again. This time we'll go a little faster. People at a station are usually in a hurry. Also, this time, you can decide on your own rhythm: for instance, you might walk for three and "act" for five. Everyone will be doing something in a different rhythm, just as you see travelers at a Station doing.

"Finally, let's pick five people who will be in a really big hurry. At the third change of activity, these five people will rush off—faster than everyone else— to catch a train, to meet a friend, to dash for the car? Some other people will want to rush after them. What happens when you rush someplace? You usually have to stand in line when you get there. And what do you do in line? Check your watch, take off your hat, look at the schedule. You might copy the actions of the person in front of you. Who gets out of the line first? The "hurriers?" People who get tired of waiting? Maybe they start their own lines."

You can repeat this activity as long as the students are interested and there is time. Follow it up in the classroom with a reinforcement of the "busy-ness" of Union Station and its economic importance to Kansas City.

Credit: Harris and Joan Stone and the 4-5-6 Speed-Up Dance Company.

UNION STATION WORD SEARCH

by Sharon Blount, Jane Meade, Kay Boyd
North Kansas City School District

THERE ARE 24 WORDS HERE—CAN YOU FIND THEM?

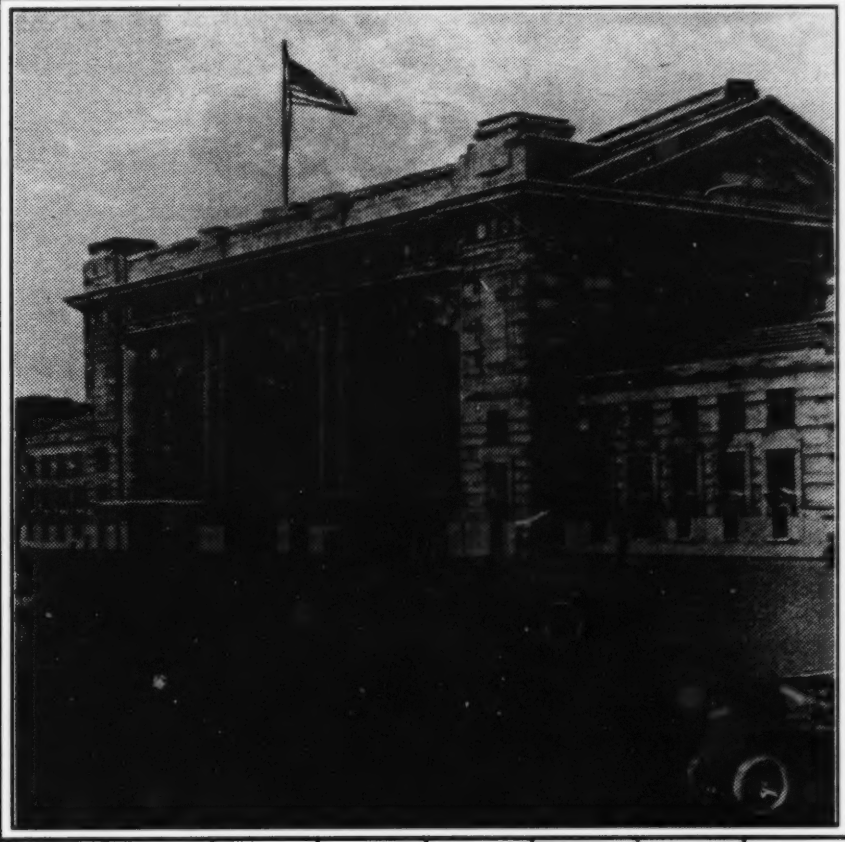
UNION STATION

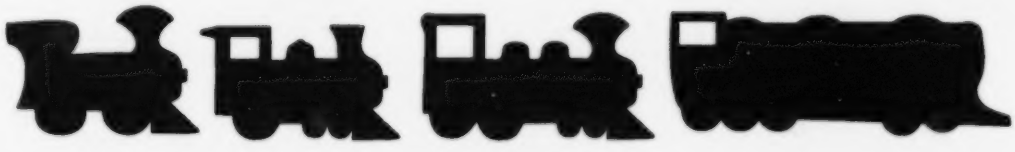
U B C Z C B D A P T K Y U M H S H M A F
J O A F H A I Q H K K M O F L L C V R L
F C W G S T N E L N R S C H E D U L E A
U R J D G U E C W O I N N X L R G Y K G
X D Q N F A R L F U F N E E O P H J R M
T I C K E T G T L A N D M A R K L L Q A
P U N K P L A E C L O C K A Y N I F H N
Y I N J Z L N I T B L Q R D T A H X R S
B C S I P O K L Z Y D O Y O M D T O S E
W R W C O E N W U A E E H B S N U C P R
T I I V N N X K O D N E R V A S Y Q S A
W X A Z Q B S R S U E O N R X E I J J R
X N M M O T L T X T T P U G S N F N J R
L K I E L I L S A C A A A O I B L T G I
V K Q G A I M L U T T T O R L N D R O V
L E Q R C N A D J S I B I O T Z E A J A
C P A S S E N G E R A O E O W U F C S L
A G E N T O T R F C V U N E N P R K G Y
D M L L C B O X C A R A M T R A K E U X
M V S Z Y K Z Q U H R O Q K C E H F F L

HERE ARE THE WORDS TO LOOK FOR:

AGENT	AMTRAK
ARRIVAL	BAGGAGE
BOXCAR	CABOOSE
CLOCK	CONDUCTOR
CROSSING	DEPARTURE
DINER	ENGINE
FLAGMAN	LANDMARK
MAIL	PASSENGER
PLATFORM	RAILROAD
RESTAURANT	SCHEDULE
STATION	TICKET
TRACK	UNIONSTATION

UNION STATION GAME BOARD





PLAYING PIECES

UNION STATION GAME QUESTIONS

- ❑ What architectural style is Union Station?
- ❑ What famous gangster was hired to kill Frank Nash in what became the Union Station Massacre?
- ❑ In what year was Union Station dedicated?
- ❑ What were the original ceiling colors?
- ❑ Union Station is constructed of what two kinds of stone?
- ❑ The cost of Union Station exceeded the original budget how many times?

- ❑ From what material are the roof tiles of Union Station made?
- ❑ Who was the architect who designed Union Station?
- ❑ When was the first bridge to cross the Missouri River completed?
- ❑ What 1970's movie used a scene shot in the men's room of Union Station?
- ❑ Where was the location of the former railroad station?
- ❑ How tall is the clock in the lobby?

- ❑ What belongs in and was never placed in the center window?
- ❑ Who was the first person to purchase a ticket at Union Station?
- ❑ In what decade was train travel most popular?
- ❑ Who was "Casey Jones"?
- ❑ What natural landform permitted Union Station to be built at its present location?
- ❑ Why are the inner workings of the large clock so unusual?

- ❑ How high is the waiting room ceiling?
- ❑ What were baggage handlers called at Union Station?
- ❑ Who was President when Union Station opened?
- ❑ What motif is used over and over in the decoration of the station?
- ❑ What is the official address of Union Station?
- ❑ What connects Union Station with the main Post Office across the street?

- ❑ What shape does the plan of Union Station form?
- ❑ How many officers died in the 1933 Union Station Massacre?
- ❑ Rank these in order of construction: Liberty Memorial, Union Station, Hannibal Bridge.
- ❑ What children's book repeats the phrase "I think I can, I think I can"?
- ❑ What was the name given to the bluff south of Union Station?
- ❑ How many people attended opening day?

- ❑ How many railroad companies make up K. C. Terminal Railway?
- ❑ Who was the railroad tycoon that urged J. Hunt to "give the people a monument"?
- ❑ In what year did doughboys riot in Union Station?
- ❑ What theatre operated in the north waiting room?
- ❑ What natural event occurring in 1903 forced the Union Station to move?
- ❑ How many levels does Union Station have?

Credit: Union Station Class

UNION STATION GAME ANSWERS

- ❑ Poured concrete.
- ❑ Jarvis Hunt.
- ❑ The Hannibal Bridge, 1869.
- ❑ "Silver Streak" starring Gene Wilder and Richard Pryor.
- ❑ The West Bottoms.
- ❑ Six feet tall, a man can stand on its face.

- ❑ Beaux Arts Classicism.
- ❑ Charles (Pretty Boy) Floyd.
- ❑ 1914.
- ❑ Red, blue, purple.
- ❑ Limestone and granite.
- ❑ 2 1/2 times.

- ❑ 93 feet high.
- ❑ "Red Caps".
- ❑ Woodrow Wilson.
- ❑ The Missouri State Flower, the Hawthorne blossom.
- ❑ Pershing Road and Main Street.
- ❑ A tunnel.

- ❑ A statue.
- ❑ F. W. Hockaday of Wichita.
- ❑ 1930's and 1940's.
- ❑ Fictitious character who pulled the Cannonball's throttle.
- ❑ A valley, a natural riverbed depression.
- ❑ They are made entirely of wood.

- ❑ 12 companies.
- ❑ E. H. Harriman.
- ❑ 1918.
- ❑ The Circle Theatre.
- ❑ The flood of 1903.
- ❑ Seven levels.

- ❑ T-shape.
- ❑ 4 out of 5.
- ❑ Hannibal Bridge, Union Station, Liberty Memorial.
- ❑ The Little Engine That Could.
- ❑ Signboard Hill.
- ❑ 10,000.

THE DAILY NEWS

Old newspapers call tell you lots about your city and its history. Find answers to the following questions. Read each clue. Then, use the reprint of the Kansas City Star, October 30, 1914, to help you answer each question. Some are easy to find. Others are more difficult.

1. Find the three forms of transportation pictured in the illustration.
2. What was the cost of The Star in 1914?
3. What was cause for the celebration on October 30, 1914?
4. What was the size of the crowd at the celebration? Why did so many people attend?
5. What are two adjectives describing the crowds at various events during the day.
6. How many policemen were on duty at the Opening?
7. What time did the doors open?
8. What number of guns were used in the salute when the parade arrived at the Station? What is the significance of that number?
9. What live animals were seen in the parade? Whey were these significant to Kansas City in 1914?
10. Why were so many industrial floats present in the parade? What does this tell you about Kansas City in 1914?
11. What well-known symbol was used to decorate the windows of downtown buildings during the parade?
12. Look for a schedule of events. What was the late night event?
13. Who built the station? Who paid for it? Who owned Union Station in 1914? Who owns it today?
14. What was the name of the architect who designed the Station? Where was he from?
15. Compare the description of Union Station, Kansas City, and Pennsylvania Station, New York (now demolished). What were the advantages of Kansas City's Station? Why did a relatively small city, Kansas City, need a station to rival the size of one in New York, one of our largest cities?
16. What kind of jobs were available at Union Station?
17. What land form in Kansas City did the Station's architect, Jarvis Hunt, detest? What was its name?
18. Why were planners anxious about the clock?
19. Of the many railway lines which fed into Kansas City, representatives of which lines attended the celebration?
20. Find three adjectives describing the station.
21. What sounds could you hear on that important day in 1914?
22. Of what importance was Opening Day to Kansas City? How many articles covered the same event?
23. Is Kansas City still "the most important gateway to the West and East?" If not, what city is?
24. In the parade description, find a reference to Black Americans in the parade. What racial attitudes prevailed at that time?
25. Find a word (anything but a proper noun) you have never seen before. Find out what it means.
26. Find something you didn't know before you read the paper. Be ready to share it.
27. Read Kansas City papers of today. What has happened to Kansas City's Union Station? Did we "outgrow" the 1914 Station as our forefathers outgrew the old one?

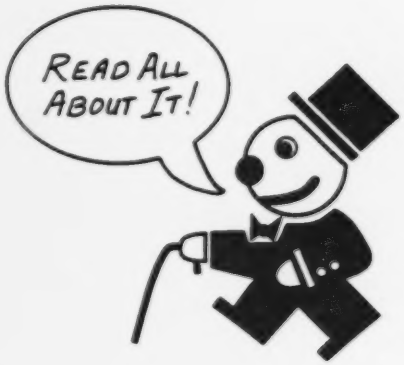
Credit: Sally Day, Stilwell Elementary, Blue Valley School District

DAILY NEWS ANSWERS

Daily News: Answers

1. automobile, trolley (street car), railroad.
2. two cents
3. Opening and Dedication of Union Station
4. 8,000-10,000 people
5. vast, impatient, good-natured, jostling
6. 35
7. 2:30 p.m.
8. The 21 gun salute was standardized as the national salute in 1841 and as now, also, the International salute. It is the ultimate honor.
9. calves (cows); stockyard industry
10. because Kansas City was becoming an industral city in 1914
11. flags
12. fireworks
13. railway companies
14. Jarvis Hunt, Chicago
15. Answers will vary
16. telephone operators, red caps, shoe shine attendants, shop clerks, administrative employees
17. SignBoard Hill
18. its size, six feet in diameter
19. Missouri Pacific, Frisco, Union Pacific, Chicago, Rock Island, Pacific
20. big, mammoth, magnificent wonderful, great, new
21. guns, fireworks, crowd noises, cars trolleys, bands, hucksters
22. Very important five

23-27. answers will vary



BEST COPY AVAILABLE

THE KANSAS (

VOL. 35. NO. 43. KANSAS CITY, OCTOBER 30, 1914.—FRIDAY—TWENTY

DRIVEN BACK OF YSER

Belgians and French Forced the Germans to Retreat, Paris Reports.

FLOODED THE INVADERS

And Then the Artillery Cut the Disorganized Troops Up Badly.

Gains at Several Other Points Claimed by the Allies in the Official Statement.

EXPECT GERMAN RUSH SOON

It Is Believed That the Kaiser's Forces Will Make Another Fierce Onslaught.

(By the Associated Press.)

PARIS, Oct. 30 (2:56 p. m.).—The French official announcement given out in Paris this afternoon says the forces of the enemy which had passed the River Yser have been compelled to withdraw by reason of inundations of the low country, brought about by the Belgian army. The text of the communication follows:

"On the extreme left inundations brought about by the Belgian army in the lower valley of the River Yser have compelled the forces of the enemy, which had passed this river, to withdraw. They were subjected to a violent cannonade by the Belgian and French artillery during their movement of retreat.

German Attacks Futile.

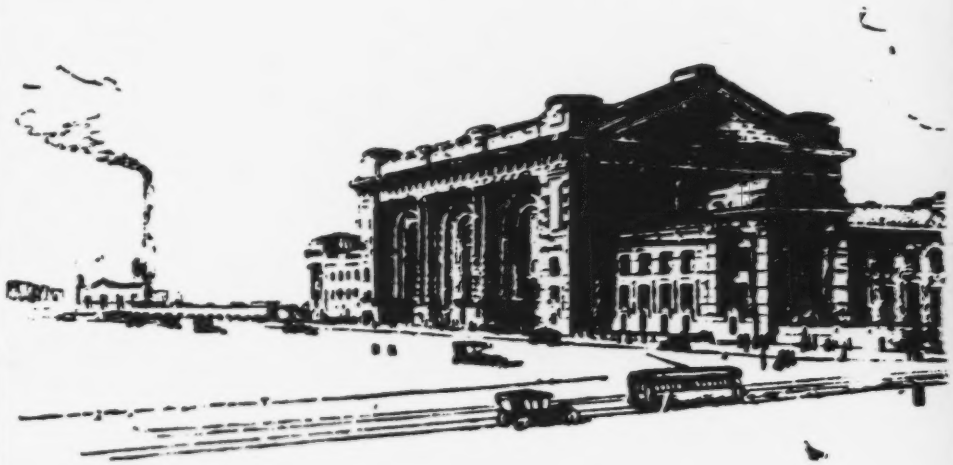
"The Germans endeavored yesterday to deliver violent counter attacks on the French and British army corps which were progressing to the northeast and to the east of Ypres. At the end of the day our troops had, notwithstanding, continued their forward movement in the direction which had been assigned them, and had also taken possession of various points of support.

"The British troops, assailed at several points to the north of La Bassee by superior forces, resumed the offensive with energy and reconquered to a considerable extent the territory yielded to the enemy. At several other points on their line of combat the British troops repulsed the attacks of the Germans, inflicting on them important losses.

Progress Almost Everywhere.

"On the remainder of the front there has been no general action, only small offensive movements on our part as well as on the part of the enemy. We have made progress almost everywhere, notably before certain villages between [illegible] and Albert, upon the heights of

KANSAS CITY OPENS TO THE WORLD ITS SUPERB, NEW DOORWAY



WEATHER MAN CELEBRATED, TOO

Balmy Blue Skies and Warmer Temperatures Ordered.

6 a. m.	53	12 m.	66
9 a. m.	57	1 p. m.	69
10 a. m.	59	2 p. m.	72
11 a. m.	60	3 p. m.	*74

*Unofficial.

The Forecast: Slightly warmer, with mild temperatures for tonight and tomorrow.

P. Connor, weather forecaster, has ordered a nice, mild brand of weather for the celebration of the station opening, and is unable to discern anything to mar the event. Fair skies are prevailing over most of the United States, with little rainfall at any point.

IT'S A WOMEN'S ELECTION.

What are the women of Kansas City going to do about the election Tuesday?

It's their election. The results will affect them vitally. Do they want whisky drug stores to continue in the residence districts? Do they want to expose their sons and brothers and husbands to such influences? Do they want roadhouses to be conducted in the country? Roadhouses where boys and girls are destroyed.

Do they want elections to be won by stuffing ballot boxes—elections in behalf of men who have no interest in the town, who care nothing for the spread of infectious diseases in schools, who are indifferent to the sale of impure milk that poisons babies and little children?

A prosecuting attorney is to be elected Tuesday. The prosecuting attorney is able to clean up the whisky selling drug stores to close the roadhouses, to send the election crooks to prison. He is able, too, to sit back and say, "Bring me the evidence," and let things go.

If these issues concern the women of Jackson County—and they do—they will see to it that the men whom they can [illegible] vote for John T. Cull "dry"

VAST CROWD IS WAITING

NEW STATION EXTERIOR THRONGED BY AN IMPATIENT 10,000.

Police Having a Hard Time Preventing Every One of the Assemblage From Trying to Be First to Enter—Scheduled to Open at 2:30.

The new Union Station was scheduled to open its doors to the public at 2:30 o'clock this afternoon.

At 2 o'clock this afternoon an impatient mass numbering what was estimated at eight thousand to ten thousand persons had assembled on the plaza in front of the new station; street cars were arriving every two minutes loaded to capacity and crowds in vehicles and on foot were literally pouring through the Main Street and Grand Avenue viaducts.

Thirty-five policemen were experiencing great difficulty keeping the human stream in motion.

A band stationed on the bluff opposite the plaza kept music in the air while the crowd assembled. Each one of the thousands elbowed his way toward the main entrance, determined to be one of the first into the new structure when the doors were swung open for the first time to Kansas City and the world.

STUNTS PLANNED FOR PARADE.

The parade was expected to arrive at the station between 2:30 and 3 o'clock. Its arrival is to be the signal for the booming of the twenty-one guns on the station bluff and the swinging open of the big station doors.

Industrial Kansas City showed up well in the long procession seen by

motor car was inscribed: "The Key t[illegible] be New Union Station."

An exhibit that seemed popular wi[illegible] the men was that of a company showin[illegible] the uses of a popular brand of ove[illegible]alls. Buxom women were the overal[illegible] Next in line was a beautiful com[illegible] body mounted upon a truck. Two hu[illegible]dred and eighty barrels piled so hi[illegible] that they barely escaped overhead wi[illegible] was the largest exhibit. A combinati[illegible] chemical and hose motor car made [illegible] Kansas City followed in its shadow.

WITH ONLY ONE BURLESQUE.

A relief to these exhibits that rau[illegible] heavy labor in their manufacture w[illegible] that of red roses, pretty girls, modi[illegible] hats tipped with beautiful feathers [illegible] fered by a hat company).

The one burlesque of the parade w[illegible] that of a negro auntie wearing a bro[illegible] aunlie and night clothing in comfort [illegible] an easy bed of cotton. "I's got wo[illegible] bed, I has," was the inscription writt[illegible] on the side.

A practical touch was given by a[illegible] other company. The float showed t[illegible] chimneys, one with flue lining and t[illegible] other without. Smoke poured throu[illegible] all the cracks in the chimney without [illegible] lining and there was a hole in the ro[illegible] where fire had started.

The parade was over by noon.

ON ITS WAY TO THE STATIO[illegible]

The Civic Parade Left Eighth and C[illegible] tral at 2 o'Clock.

Station Celebration Program.

THIS AFTERNOON.

2:30 p. m.—Formal opening of the [illegible] Union Station, when President Wil[illegible] presses a button in Washington to [illegible] front door locks.

4 p. m.—Concert in the Grand Lobby [illegible] the station.

6 p. m.—Commercial Club dinner at [illegible] Baltimore.

8 to 12 p. m.—Concert in the [illegible] promenade by visitors.

11 p. m.—Fireworks on station bluff a[illegible] burning of old depot in effigy.

TOMORROW.

9 a. m.—Golf tournament of eight[illegible] holes at the Blue Hills club for visiting r[illegible] way officials.

1 p. m.—Luncheon at the Blue Hills c[illegible] for the railway officials, with presentation of prizes won in the golf tournament.

2 p. m.—Tour of the boulevards with [illegible] visiting railway officials and other gue[illegible]

All day—Reception at the new Un[illegible] Station, with music. The public invited.

7A 31

[illegible] the right bank of the Aisne downstream from Soissons and here and there along the Meuse to the north of Verdun."

(By the Associated Press.)

PARIS, Oct. 30 (7:10 a. m.).—Paris regards the situation this morning in Flanders as highly favorable. In official circles there prevails an [illegible] of satisfaction surpassing the impression created by the official communications. The second visit of President Poincare to the battle front is regarded as a good sign and is taken to presage important developments.

Military critics regard the prolonged assaults of the Germans along the Yser as having failed and they expect that the enemy, following their custom, will now make another effort elsewhere. The great activity in Upper Alsace the last few days suggests an attack from that quarter.

Germans Worried in Alsace.

It is said here that all the German wounded at Saint Louis have been taken across the Rhine, and that all applications for safe conducts in Upper Alsace have been refused.

In spite of the general hopefulness prevailing in the French capital, the deadlock in the extended battle line in France and Belgium continues today, according to all the information available here.

While the fighting appears to be somewhat more general, it is not so fierce or continuous as it was for the better part of two weeks after the battle line in the northeast extended into Belgium along the Yser and to the coast.

Both Sides Recuperating.

Evidently both sides are recuperating as much as possible from the strain of these tremendous efforts, and are strengthening their lines from fresh troops brought up by reenforcements.

No one here doubts that the Germans soon will renew their efforts to take the channel ports, but there is every confidence that the Allies, as heretofore, will check them.

Winter has made its presence felt all along the battle line. The last few nights have been very cold and in the Vosges a heavy snow has fallen, stopping the German operations there. On the rest of the line the cold has not interfered with the fighting, which, however, is desultory because of the exhaustion of the troops.

Calls German Prospects Bad.

General Berthaut, a French military critic, summing up the situation today in a published article, said the outlook for the Germans was bad all along the line. He predicted another effort against the Allies' left which will be a serious one. The idea is advanced by some observers that the Germans will abandon their effort to get through to Calais and try instead to reach Boulogne, but it is not believed that this slight change of route will increase the [illegible] candidate for prosecutor. And they will go to the polls themselves on election day with their cameras to help make the election honest.

A PLEA FROM HELEN KELLER.

Wrentham, Mass.—*To The Star:* Hope The Star will liberally support the proposed state pension for the blind. They need it as much as disabled soldiers. The blind can never have the same chance as the seeing to earn a living. Pension will be a staff to their groping feet and will save them from beggary and the almshouse. HELEN KELLER.

The Star is in the heartiest sympathy with everything Miss Keller says. The proposal she refers to is No. 7 on the ballot. It does not of itself pension the worthy blind. But it makes possible for the state or counties, cities and towns to vote allowances to them.

These pensions in very many instances would help industrious blind persons to become self supporting. As Miss Keller points out, they would save many worthy persons from beggary and the almshouse.

Vote "yes" on proposal No. 7.

AMERICAN FOOD TO BELGIUM.

Canals Will Be Used to Distribute Provisions to Needy.

(By the Associated Press.)

LONDON, Oct. 30.—The Netherlands steamer Coblenz sailed from the Thames today with one thousand tons of foodstuffs, sent by the American commission for the relief of the people of Belgium. The steamship Iris is almost loaded and it is expected she will sail tomorrow.

On the arrival of these vessels at Rotterdam, their cargoes will be loaded on barges and taken throughout Belgium by canal. Many of the Belgian railroads have been destroyed and canal traffic presents better opportunities for distribution.

MEXICO ASKS U. S. WHEN—

Date of Withdrawal of Troops Requested—No Guarantees Given.

CITY OF MEXICO, Oct. 30.—Foreign Minister Fabela yesterday handed to the Brazilian minister, Senor Cardoso de Oliveira, who is in charge of American interests in Mexico, the reply of the Mexican government to the recent note from the State Department at Washington requesting guarantees for certain Mexican citizens now living in Vera Cruz before that port be evacuated by the American troops.

The reply did not give the guarantees asked, but it requested Washington to fix definitely the date of departure from Vera Cruz of the American soldiers now in occupation.

crowds that filled several miles of streets this morning. Miniature reproductions of the factories that spend 250 million dollars for wages were shown in the manufacturers' pageant, the first event in the celebration of the opening of the new station.

One learned that one-third of the city's population lives as the result of employment of forty thousand employees in these factories and that, although sixteenth in population, Kansas City is tenth in manufactures.

STREETS CROWDED TO SEE IT.

Practically all Kansas City turned out to see the parade, judging from the crowded condition of all the downtown streets. Credit is due George H. Forace, secretary of the industrial division of the Commercial Club, who had charge of the line of march, that the start was on time exactly at 10 o'clock. The spacing and arrangement of the exhibits along the line of the parade was so thoroughly handled that there practically was no delay. In less than an hour the 115 exhibits passed a given point with no vexatious delays.

The floats showed the manufacture of everything ranging from a bunch of keys to structural steel bridges. There was beauty among the exhibits as well as crude ugliness, apparently necessary in the manufacture of many products. Perhaps the most tasteful float was that of a drug company presenting a perfume. A car beautifully decorated with chrysanthemums and finished in a color scheme of yellow and white, and in the interior two pretty women sitting at a table brought many exclamations of admiration from the crowds.

A MODEL BRIDGE THE BEST.

Without doubt the most imposing exhibition was that of a structural steel company. Of the three floats offered by this company one was a miniature in steel of the East Kansas Avenue bridge for Wyandotte County. Nothing was lacking to make this float true to the original. There even was electric lighting and miniature street cars on the bridge.

Not the least of the exhibits was the spirit which animated the many of the owners of downtown buildings. Many of them had large American flags strung from every window in the building.

The first float of the parade was a reminder of war. The steel manufacturing company had built of galvanized sheet steel a make-believe dreadnought carried upon a motor truck. It was dubbed the Ship of Peace and Prosperity. There were turret guns and all things else that go to make up a real battle ship except the powder and cannon balls and power to do harm.

THE ONLY KEY TO THE STATION?

Armless men with artificial limbs attached stood upon one float and showed how they could handle machines that molded screws and bolts. The art of trunk making was shown by a leather company. Live stock in the form of frightened appearing calves adorned the float of a second steel manufacturing company to show the merit of steel silos.

A large key mounted upon a small [illegible] 12:00 a. m. The station opens 7

Bands blared short-lived [illegible] airs in tuning up. Groups of m[illegible]ed this way and that in the [illegible] Eight and Central streets. Mo[illegible] rolled in and through the crowd. More and more people came to o[illegible] sidewalks. Gradually the line [illegible]ened out for the civic parade. [illegible] o'clock. Then the marchers sta[illegible]

The biggest event on the stat[illegible] bration program was on.

In the line were members of t[illegible] mercial Club, Boy Scouts, th[illegible] Regiment, various civic bodies, [illegible] body marched except Mayor J[illegible] ex-Mayors Beardsley, Brown a[illegible] tenden and the other guests of [illegible] railroad and terminal officials, [illegible] in motor cars.

As the time for the start dr[illegible] the district from Broadway to [illegible] dotte, Sixth to Central street [illegible] packed with a jostling, good-[illegible] mass of persons who crowded t[illegible] walks and overflowed beyond th[illegible]

The colors of the Commerci[illegible] blue and white, floating from th[illegible] of the members; the 4-cornered [illegible] hats of the naval reserves and th[illegible] suits trimmed with white and r[illegible] uniforms of the Third Regiment [illegible] the Boy Scouts—all made b[illegible] splashes of color.

When the parade reaches the [illegible] the signal to open the station [illegible] given. A signal corps private, st[illegible] in front of the building, will wig[illegible] message to his comrades on th[illegible] Then Battery B will fire twe[illegible] guns, the presidential salute. [illegible] rade will enter and the various c[illegible] tees and officials of the Comm[illegible] Club and Terminal Company, gue[illegible] speakers will take seats on the [illegible] Then the formal presentation a[illegible] cceptance speeches will be made.

An invocation then will be pron[illegible] and the Schubert Club will lead [illegible] singing of America. The band [illegible] play in the station balconies th[illegible] of the afternoon, and there will [illegible] grand promenade and concert un[illegible] fireworks begin at 10 o'clock to[illegible]

STATION SCENE AN ACTIVE [illegible]

Spectators, Merchants and the Workmen Occupy the Passages

Union Avenue has tried to move [illegible] Main Street today. The hot do[illegible] pennant, the pillow and the t[illegible] cheap jewelry are rampant on the [illegible] oughfare, waiting to catch the [illegible] wayfarer as he comes from the s[illegible] minal. A profusion of tents dow[illegible] the station makes the street look l[illegible] army encampment. The likene[illegible] added to by the great number o[illegible] that the city administration has [illegible] at the last minute to try to fini[illegible] paving operations on Grand Aven[illegible] Nineteenth and Twentieth stree[illegible] tween Grand and Main.

Look Out for Fake Solicitors.

Solicitors and collectors for Th[illegible] carry unmistakable credentials. [illegible] scribers should not pay money to [illegible] The Star does not offer premiums [illegible] kind to subscribers.

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CITY STAR. MAIN EDITION

SIX PAGES IN TWO SECTIONS PRICE IN THE CITY, ONE CENT. OUTSIDE, TWO CENTS.

COME ON IN, EVERYBODY, EVERYWHERE!

LAST OF THE BIG STATIONS

"RAILROADS BUILT WELL, OUT OF REGARD FOR KANSAS CITY."

That Was the Statement This Morning of E. P. Bush, President of the Missouri Pacific — View of Rock Island Head.

The big Union Station that Kansas City is dedicating today will prove to be the last one of any such magnificent proportions to be built by the railroads, is the opinion of E. P. Bush, president of the Missouri Pacific Railway System, who arrived in Kansas City this morning, and was one of the first of the railway presidents to emerge from his private car to give the new building the "once over."

"I don't believe the railroads will ever go to such expense again to build a structure of such mammoth proportions and artistic design as the one they give to Kansas City today.

REGARD FOR SURROUNDINGS.

"It is well known that the reason the railroads build big terminals is the matter of pride and regard for the city into which their lines run, and I don't believe the railroads will ever spend so much money on a similar enterprise again in the West. If there is another big terminal constructed like Kansas City's in a Western city, it will be after the government has taken over the ownership of the railroads and the building will be 'built out of the pork barrel,' Mr. Bush said smilingly.

"It is to be regretted," he said, "that Kansas City has not provided a more fitting background for the station when it was ready to be opened, but the railroads have faith in the spirit of Kansas City. It won't be long before the surroundings are brought up to a standard equal with the station."

RAILROADS RAN WITH PROFICIENCY.

H. F. Mudge, president of the Chicago, first suitcase to carry. Quick and spic was the word at the Union Station this morning. A large crowd thronged the plaza, waiting for the first chance to see the big building from the inside.

Jarvis Hunt, the architect of the building, and his right hand man in the Chicago office, Charles Hubacek, paced the floor in the grand lobby this morning, giving the interior a last critical examination. The verdict was one of approval. The work is done. Mr. Hubacek is the man who spent ten years on the plans for the station before he got them to suit himself, his chief and the owners. And he approved the job as it is finished.

The big building was heated to perfection this morning and the great ventilators were blowing. The big 6 foot clock which hangs in the grand lobby, the works for which arrived only last night, is being straightened up and will be running this afternoon. Nothing remains except to open the doors.

ALDERMEN REFUSE TO WALK?

The City Hall Objects to the Commercial Club's Plans for Civic Parade.

The Commercial Club has committed an unpardonable mistake. To be explicit, it has offended the dignity of the city hall. As a result there was comment this morning by the city fathers that the civic parade this afternoon would be far from a success. Oh fie!

The Commercial Club asked the aldermen and the different city officials to be a part of the parade. Fine! The officials began laying plans for decorating the city's motor cars and participating in a fashion show parade.

"No chance," said the Commercial Club. "You'll have to walk. None except the mayor and co-mayors will be hauled."

"What? Aldermen walk?" the aldermen asked in unison. There was an uproarious of boos and emphatic slaps on city hall furniture with aldermanic fists.

"It can't be done!" was their final decision.

The parade is assembling this afternoon. Time will tell.

WITCHHILL'S DREAM COMES TRUE.

Union Pacific Director Tells of His

ORIENT INTO WAR

Russia Withdraws Ambassador at Constantinople Following Shelling of Ports.

OTHER ENVOYS READY

British Serve Notice That Crossing of Frontier Will Result in Prompt Action.

DAMAGE U. S. PROPERTY

In Turkish Bombardment of Odessa Shells Struck Possessions of Citizens of the United States.

If Action Was Unannounced the Washington Government May Demand Damages.

WILL INVOLVE FOUR NATIONS

Italy, Greece, Bulgaria and Rumania Expected to Take Up Arms Against the Moslems.

(By the Associated Press.)

Washington, Oct. 30.—The Russian embassy here today received word from its foreign office at Petrograd that Turkey had taken warlike action toward Russia. The dispatch did not give any details, nor did it state whether the action was on land or sea.

(By the Associated Press.)

London, Oct. 30.—The Russian ambassador at Constantinople has been withdrawn, according to official announcement here today, and in consequence of the Turkish attacks on Russian ports, instructions have been sent Russian consuls in Turkey to leave the country.

Diplomats Ready to Leave.

(By the Associated Press.)

Constantinople, Oct. 30.—In anticipation of the possible invasion of Egyptian territory, Ambassador Mallet, acting under instructions from his government, has plainly informed the grand vizier that if the Turks cross the frontier it would mean war with the entente powers.

It is understood that the embassies of the allied powers, fearing a rupture, have already made the necessary arrangements for the departure of the diplomatic representatives.

Damaged American Property.

(By the Associated Press.)

Washington, Oct. 30.—Acting Secretary Lansing today announced receipt of a telegram from the American charge d'affaire at Petrograd saying Odessa has been bombarded and some American property destroyed.

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Rock Island & Pacific Railway, looked over the building and the tracks this morning, and said: "It surely is a wonderful station. It is a magnificent mark of esteem on a Western city. But it is the logical place for such a structure. If there was to be such a terminal, Kansas City is the place for it—the most important gateway between the West and the East.

"The station as it stands now is far ahead of the city, and I don't believe the city ever will outgrow the station as it did the old one. But the station is not overdone. The prophetic eye of the railroads saw what Kansas City was going to be, and laid their plans accordingly. And it is only a matter of a few years until the city will grow to the station."

JARVIS HUNT'S GREAT DAY.

An Attempt Today by the Architect to Forget the City's Neglect.

This is Jarvis Hunt's day. The man whose mind made real the dream of a great railway terminal for Kansas City took one last survey of his work this morning before leaving it as a heritage to the public of this city and the Southwest. Railway presidents, vice-presidents and other heads of the country's traffic bearers slapped the architect on the back, wrung his hand and congratulated him on the achievement. Mr. Hunt, for himself, had little to say.

"Well, it's not up to me to do the talking today," Mr. Hunt said, taking one last appreciative look around at his handiwork, rubbing his chin in the manner he has. "It's up to the people now. Here it is. It's finished, ready to be turned over and to be inspected. Just one thing, though. Personally, I can't see one single thing—no, sir, not one detail—in which the great Pennsylvania station in New York excells this one. You may have to walk through more distance of masonry in that station, but for completeness of detail and ability to care in every way for the comfort and convenience of those whom it serves, this station can hold up its head with the best of them."

"Yes, just one little fly in the ointment pot. That hill over there. But I'm turning my back on that. If the city couldn't draw a veil over it, I have at least succeeded in drawing one in my own mind. I'll try to forget it for the day."

AT POSTS IN THE STATION.

Employees All in Readiness for the Opening This Afternoon.

The superfinishing touches this morning were put to the new Union station for the opening this afternoon. Every tile in the floor was scrubbed to the height of shininess, and the walls glistened as if they knew visitors were coming. The administrative employees were all at their posts, the telephone operators were busy, the red caps were waiting for their

Dreamed Thirteen Years Ago.

If the Genii of the Lamp had appeared to B. F. Winchell, director of traffic of the Union Pacific Railway, thirteen years ago, Mr. Winchell would have wished to conjure up no greater vision than the one that struck his eyes when he alighted from the railroad officials' special train in the new Union Station this morning.

"I'm a happy man today," said Mr. Winchell, when approached on the state of his feelings. "It was just thirteen years ago in November that I began demanding that Kansas City, the doorway to the great West, have an adequate gateway. Today I see that dream come true. The great project is done. I believe the opening of that gateway will mark the beginning of another epoch of advancement for Kansas City and the Great West that will be greater than anything that has gone before.

"MEET THE ROADS HALF WAY."

The City's Greatest Prosperity Will Come, A. Robertson Prophesies.

"Let me make a prophecy," said A. Robertson, assistant to President Bush of the Missouri Pacific. "If the people will meet the railroads half way, and if they do as much for the railroads as the railroads are doing for this locality, for instance, with the magnificent new station, the West will enter on the greatest era of prosperity it has ever known. If the increase of freight rates in this state is allowed it will amount to less than a mill per pound of meat to the consumer. This will be so small that the consumer can disregard it, but in the aggregate it will be a great thing for the railroads. It will give them a profit instead of a loss and the money will be put back in improvements, and later and this West will pulse with life. Intelligent co-operation between railroads and public is going to be the pulmotor that will put life in business."

THE STATION THEIR ANSWER.

Priest Receiver Says Railroads Respond to the City's Great Growth.

W. C. Nixon, receiver for the Frisco, declared this morning that the new station was the railroads' answer to Kansas City's great growth as a commercial center.

"I have kept in close touch with Kansas City," Mr. Nixon said, "and I can say that no city in the Nation has a more live, aggressive, broad gauge citizenship. It is that that has made Kansas City. That is why Kansas City has grown into what it is and that is why the railroads had to build here if they were going to keep up."

Mr. Nixon said the terminal was not an investment for the railroads in the sense that they would ever get a dividend on it.

"It will bring in no direct return," he said, "but it stands a tangible evidence of the railroads' faith in Kansas City. What the railroads need now of the people of the community is co-operation. Give us that and this territory is assured of a prosperity yet undreamed of."

Charge Wilson's dispatch was dated "Petrograd, Oct. 29, 7 p. m.," and spoke of the bombardments as having taken place "last night," evidently meaning Thursday.

A Fuller Report Coming.

The dispatch from Charge Wilson, transmitted a message from the American consul at Odessa, who said he would send a fuller report later on the extent of American property damaged. He did not say by whom the bombardment was done, but it is presumed here that it was Turkish ships.

Believe Americans Safe.

Toward American missionaries in Turkey, Acting Secretary Lansing said today the attitude of the Ottoman government had been very friendly, and he felt no apprehension about them.

Although Great Britain several weeks ago asked the United States to care for its diplomatic interests in Constantinople in the event of war, State Department officials said no request of a similar nature had come from Russia or any of the other belligerents.

May Demand Damages.

Secretary Lansing at once called on the American embassy at Petrograd to report the exact nature of the damage to American property. If the usual twenty-four hours' notice of bombardment was not given, Americans will have a just claim for damage to all property which could have been removed. Houses or buildings owned by foreigners, however, are not regarded as subjects for claims, being classed as incidents of war to which aliens subject themselves in buying property.

Claims resulting from bombardment have formed a moot subject in American international law and Mr. Lansing declined to comment on the question.

May Have Been Under German Plan.

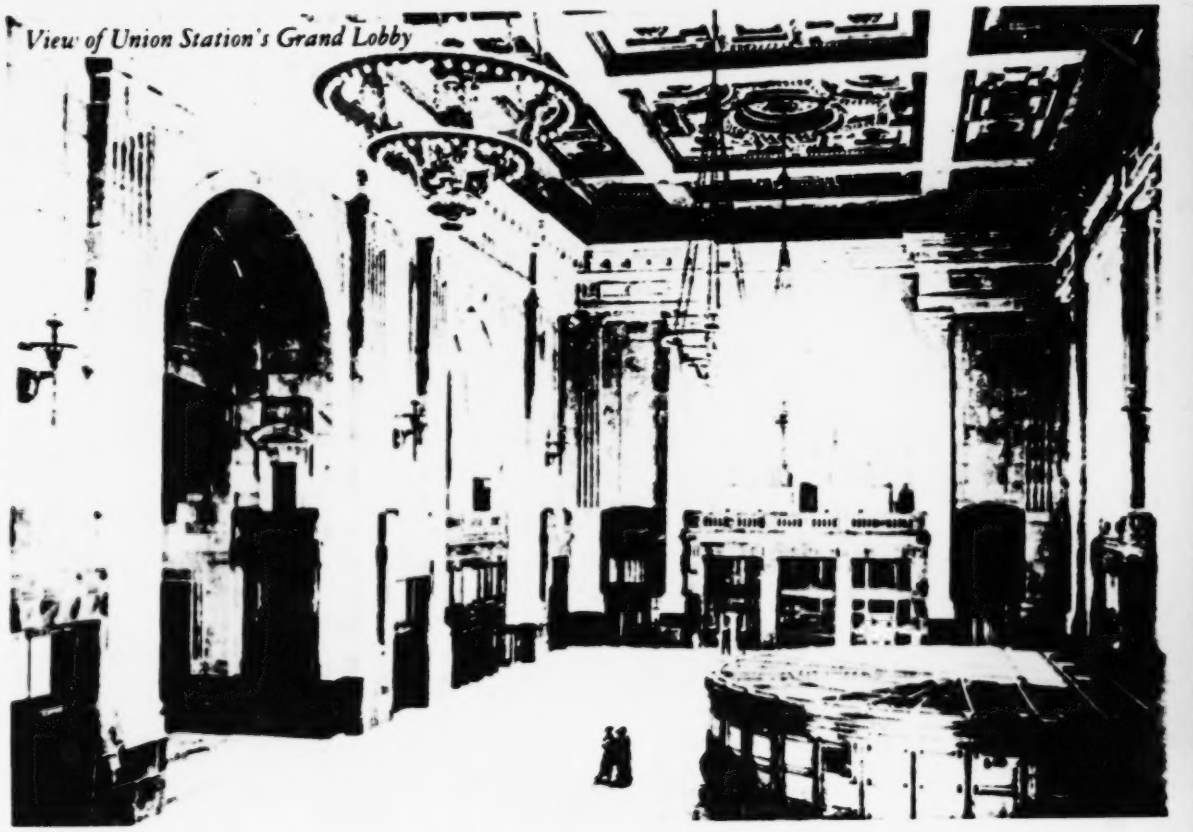
Some diplomatists here considered the possibility that the Goeben and Breslau may have bombarded Odessa and other Russian cities on their own initiative. One thought the German crew and officers of the two ships might have undertaken the raid under the German flag.

There never has been an exact definition of the status of the vessels. When they entered the Dardanelles it was claimed that Turkey had bought them. The German officers and crew remained despite protests of the triple Entente.

An official dispatch to the Russian embassy here that Turkey had taken warlike steps was believed to be the main

(Continued on Sixth Page.)

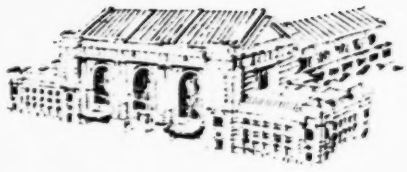
View of Union Station's Grand Lobby



In 1984— 70 years after Union Station's opening ceremonies beckoned a welcome to the flow of travelers, trains and the thrill of 24-hour traffic— the great Grand Lobby was finally closed off to the passing public. That it had become an anachronism sheerly by the fading of the railway wasn't such a shock, but the reality that Kansas Citians would no longer be allowed to wander in and out of Union Station's vast corridors, eyeing favorite nooks and crannies as they pleased...was.

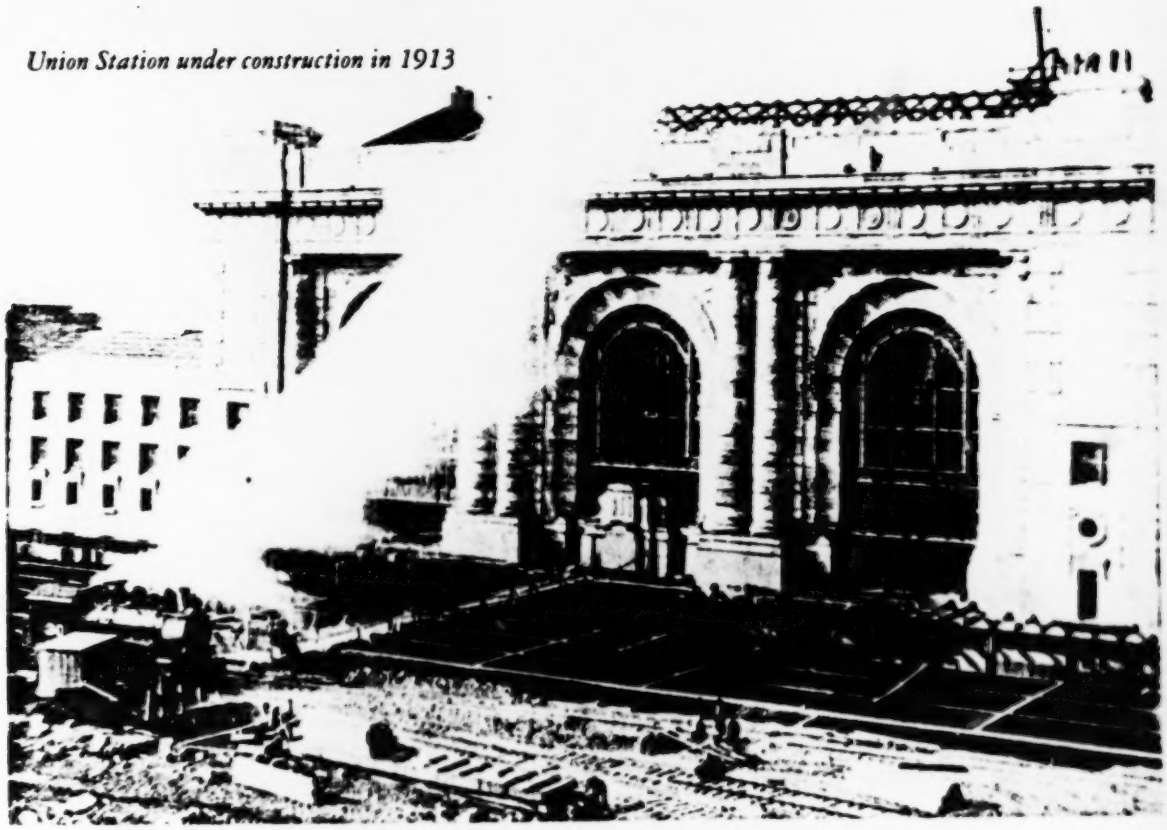
While the closing of the Grand Lobby seemingly shut the door to public access, it did open a gateway for private concerns. The Friends of the Union Station want to ensure that any redevelopment plans represent the interests of people of Kansas City and its surrounding areas.

Union Station bears the mark of the hundreds of thousands who once surged through it. The record of their passing is etched in the pairs of foot-shaped impressions in the marble floors below the ticket windows. There's a tommy gun slug buried in the wall near the front entrance — a grim souvenir of the Union Station Massacre in which five people were killed during a botched attempt to free a federal prisoner.



The spectacular North Waiting Room. Will it again serve as a magnet for millions?

Union Station under construction in 1913



Union Station was built in 1914 for a city of one million...in a city of about a quarter of that. It was a monumental step away from the city's riverfront beginnings, replacing the stately, outdated Union Depot, which had become squeezed by factories and infested with street shysters in the West Bottoms. The opening of Union Station ignited a 3-day celebration. At one point 100,000 people were wedged inside; spectators who fainted could not fall to the floor. The first train, Frisco Railroad's Katy Flyer, left at midnight, Nov. 1, 1914. Thousands stayed up to see it arrive, to sprint beside it, to touch it for good luck.

The idea of making a "new" Union Station the hub of diverse acturtees is not novel. The station once featured a clothing shop, a toy store, a book shop, a barber shop and an elegant restaurant, not to mention a small hospital.

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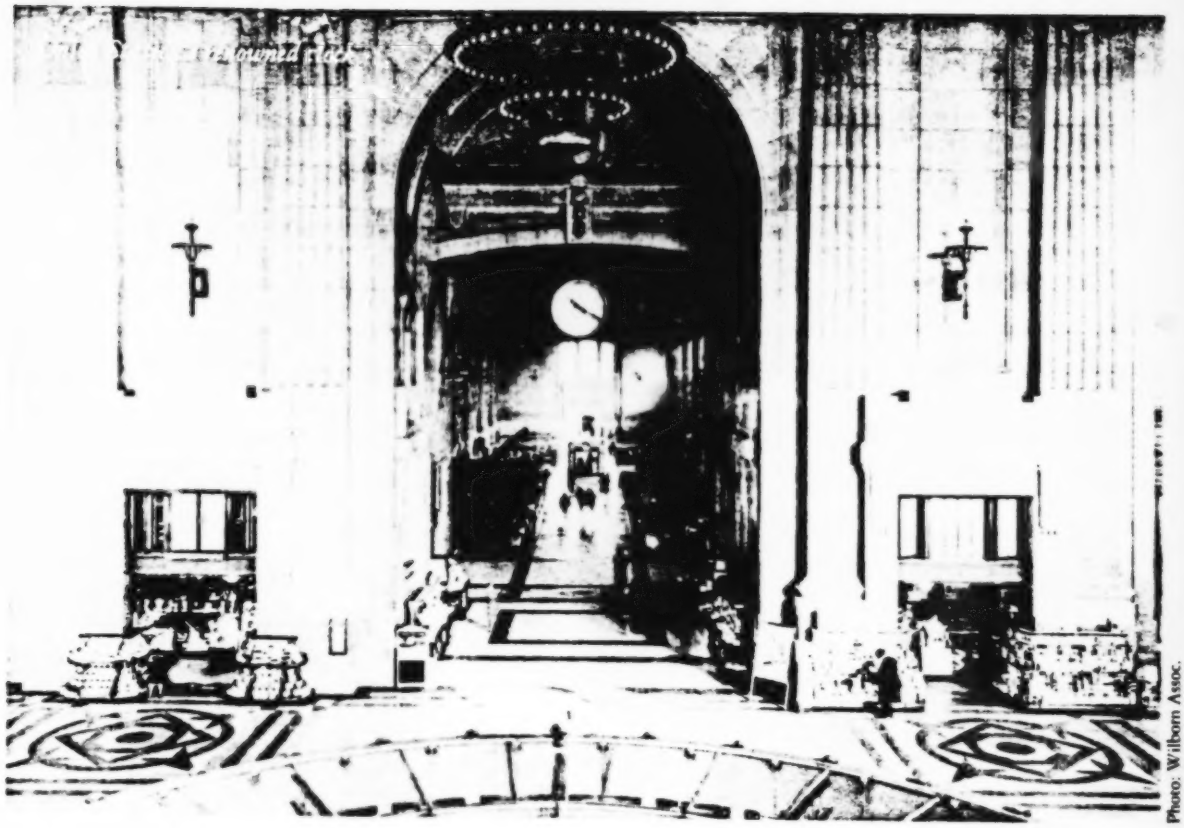
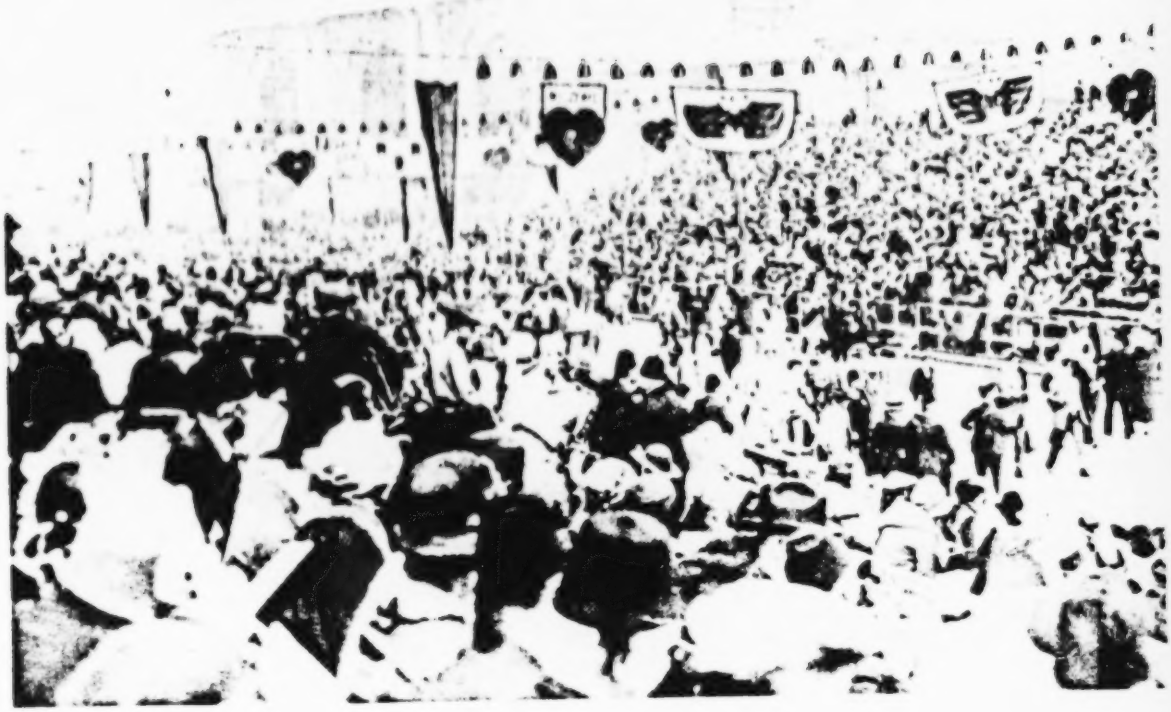


Photo: Wilborn Assoc.

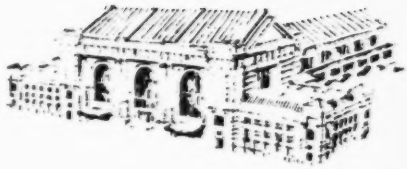
Union Station was the portal to Kansas City for a legion of famous people: Black Jack Pershing, Teddy Roosevelt, F.D.R., Enrico Caruso and Jack Dempsey among them. It was one leg of Ernest Hemingway's beat as a cub reporter for The Kansas City Star. But for hundreds of thousands of other, anonymous travelers — soldiers on the way to world wars in Europe, cowpokes galloping after the vanishing West, pickpockets, itinerant peddlers, New Year's Eve revelers jostling to meet a certain party "under the clock" — the station was more than a terminal. It was a jumping off point to excitement, easy street...or eternity.

Time has temporarily passed by even the great clock, which never kept very good time anyway. It ran down long ago

Opening Ceremonies in October of 1914

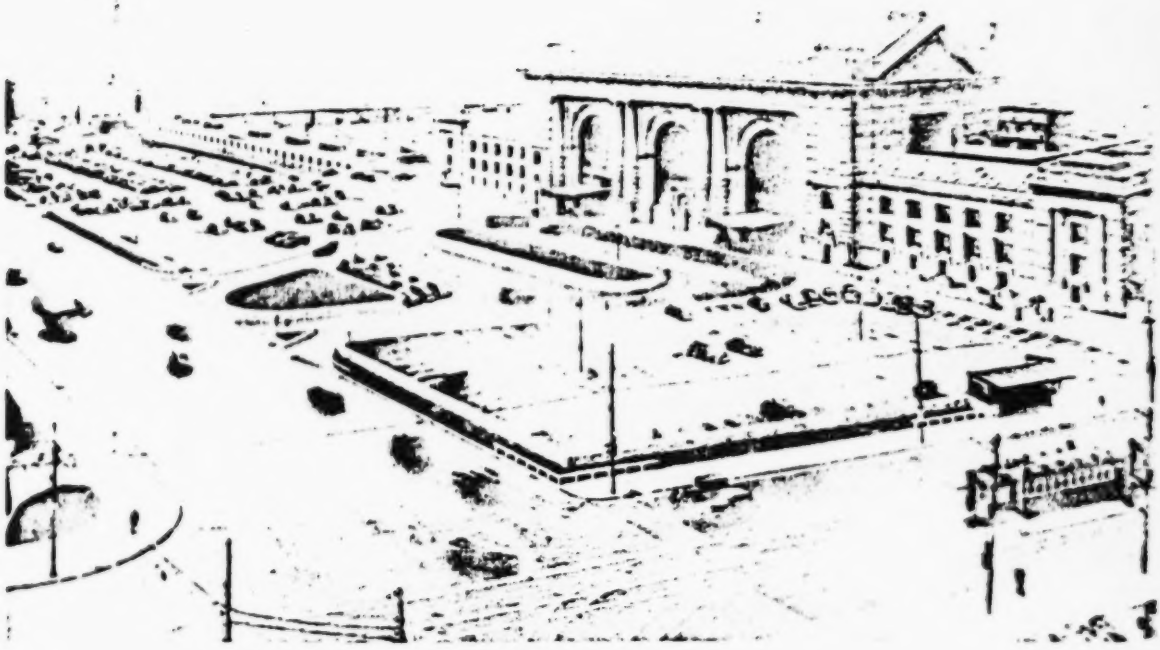


When he was given the commission to design Union Station, architect Jarvis Hunt was told to "give the people a monument." That he did. Hunt built the station on a scale of giants rather than mere humans. The Grand Lobby is 232 feet long and 96 feet wide; massive columns jut 94 feet to the ceiling. The yawning North Waiting Room is 400 feet long and 78 feet wide. Time itself ascended to a higher plane — in a huge clock suspended between the two great halls. The price tag for this, the third largest U.S. railway station at the time, was as monumental as Hunt's vision: The mammoth, 9-story station cost $6 million, the entire terminal project $50 million.

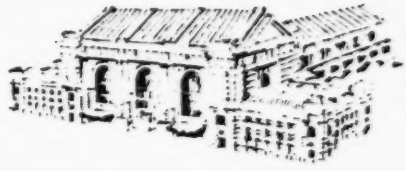


Friends of the Union Station was formed, in part, to ensure the integrity of the station's Beaux Arts architecture in any redevelopment plan.

Union Station in its heyday

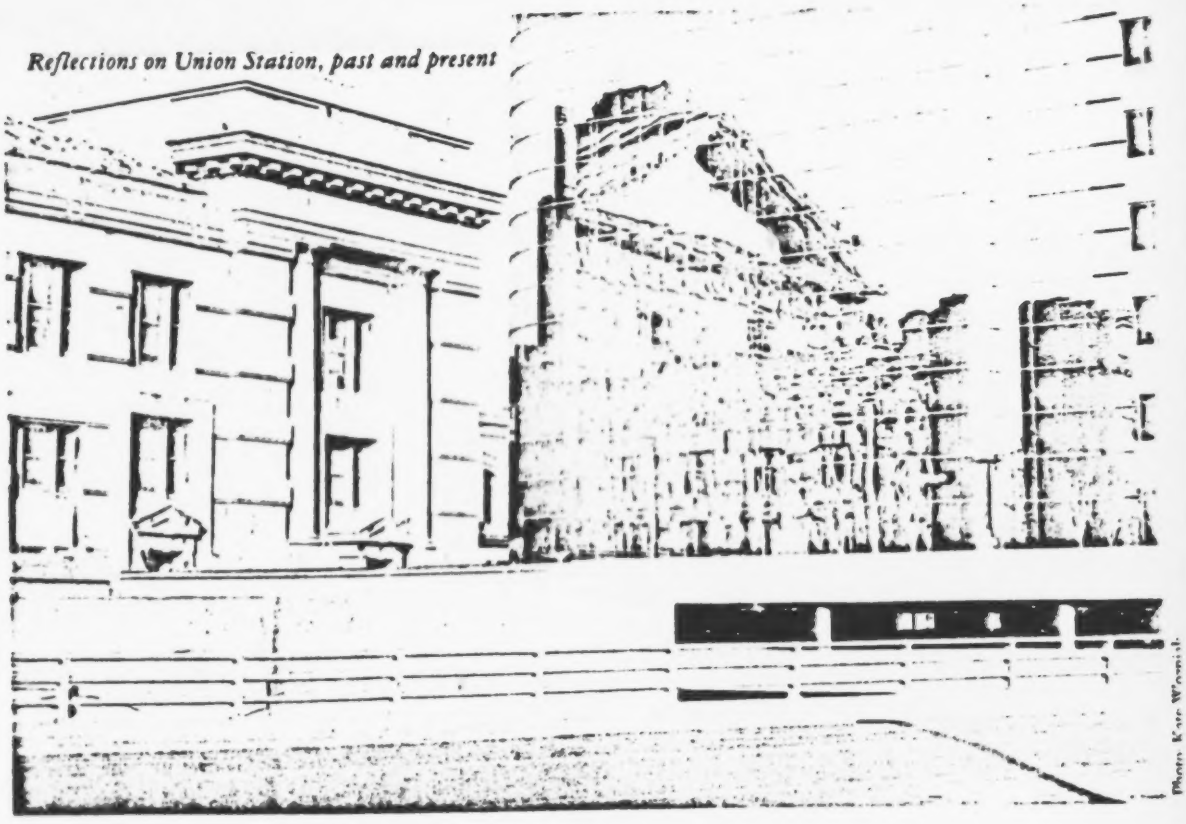


Interestingly enough, the question of what to do with Union Station has spawned a myriad of possible answers: Redevelopment plans range from retail shops or a tourist/entertainment attraction to a Kansas City historical museum of sorts. Some even consider a combination of uses. Ironically, the longer the list grows, the colder and emptier Union Station becomes. That's not to say ideas aren't welcomed, they are. But to seriously be considered, suggestions must be financially sound and integrate well with other city developments.



The Friends of the Union Station would also add that to truly maintain Kansas City's best interests, redevelopment proposals should consider both public and private sectors and span the entire metropolitan area

Reflections on Union Station, past and present



(detach here to mail)

Reflecting the old in a creation of the new has never been an easy task. For centuries, artisans, politicians and the people of hundreds of cities have battled with how to preserve, yet move ahead.
The Friends of the Union Station is simply a group with a common interest: the best interest for Kansas City's Union Station.

For updates on Union Station and information about how you can join the Friends of Union Station, fill out this form and drop it in the mail.

Name _____

Address _____

City/State/Zip _____

Phone (day) _____

Phone (evening) _____

Place Stamp Here

The Friends of
the Union Station
P.O. Box 410454
Kansas City, MO
64141

Typesetting The Kansas City Star & Times
Printing Richardson Printing
Paper Nationwide Papers
Halftones Missouri Engravers

WHAT WILL BECOME OF UNION STATION?

It is not possible to make a decision regarding a major undertaking (Union Station) without an orderly and seasoned approach. A "Decision Making" grid helps to make a systematic evaluation of various alternative solutions. By using a decision-making grid, you can decide what you would consider the best design proposal for redevelopment of the Union Station.

Alternative courses of action, including "do nothing," are placed in boxes in the first column on the left on the Decision Making Grid. The goals and criteria for evaluating alternatives are listed across the top row. State criteria in a positive manner. Use a limit of five for this project. Develop your own or expand on those listed.

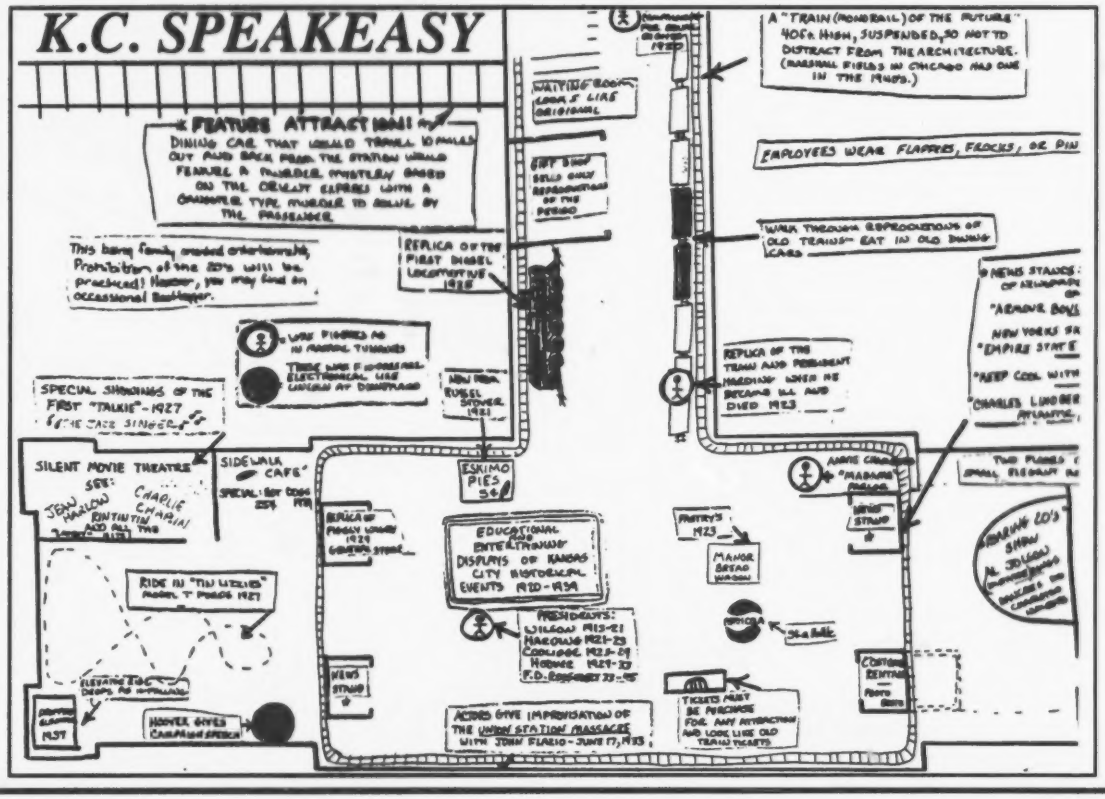
The intersection of the rows and columns creates boxes which match up each criteria with each alternative. A plus sign (+) may be placed in a box to show that an alternative helps meet a criteria, a minus sign may be used to show that an alternative hinders meeting a goal and a zero to show that alternative neither helps nor hinders.

Divide the class into several groups for this activity. Each group will act as the Mayor's Task Force on the Union Station. Several redevelopment ideas which have already been discussed are listed and new ideas can be generated by the student "Task Force." The Task Force will select five use options that will be have to be taken into account in making this decision.

Each group will report to the class its decision and the reasons for it. Discuss the decision-making process and analyze the implications of the option chosen. Answers will vary depending on the criteria and proposal selected. However, students should become aware of the possibilities for redevelopment of the Union Station.

Credit: Jodie Reiter, Greater Kansas City Center for Economic Education

In a 1986 Kansas City Star Magazine contest, Carol Jo Loy received first prize for this idea concerning Union Station reuse. "It is an elaborate plan for a 20's theme park that the judges found colorful, interesting, thoughtful, fun, and in a perfect world, maybe even possible." Mary Sinclair, Southeast Middle School, helped with the idea shown below.


K.C. SPEAKEASY
FEATURE ATTRACTION!
DINING CAR THAT WOULD TRAVEL 10 MILES OUT AND BACK FROM THE STATION WOULD FEATURE A MURDER MYSTERY BASED ON THE ORIENT EXPRESS WITH A DIFFERENT TYPE MURDER TO SOLVE BY THE PASSENGERS.
This being family oriented entertainment, Prohibition of the 20's will be practiced! However, you may find an occasional Bootlegger.
REPLICA OF THE FIRST DIESEL LOCOMOTIVE 1918
SPECIAL SHOWINGS OF THE FIRST "TALKIE" - 1927
SILENT MOVIE THEATRE
SIDEWALK CAFE
ESKIMO PIES 5¢
EDUCATIONAL AND ENTERTAINING DISPLAYS OF KANSAS CITY HISTORICAL EVENTS 1910-1939
RIDE IN "TIN LIZZIES"
HOOVER GIVES CAMPAIGN SPEECH
ACTORS GIVE IMPROVISATION OF THE UNION STATION MASSACRE WITH JOHN FLARIO - JUNE 17, 1933
TICKETS MUST BE PURCHASED FOR ANY ATTRACTION AND LOOK LIKE OLD TRAIN TICKETS
A "TRAIN (MONORAIL) OF THE FUTURE" 40ft HIGH, SUSPENDED, SO NOT TO DISTRACT FROM THE ARCHITECTURE. (MARSHALL FIELDS IN CHICAGO HAD ONE IN THE 1940's.)
EMPLOYEES WEAR FLAPPERS, FROCKS, OR PIN
WAIT STAFF IN REPRODUCTIONS OF OLD TRAINS - EAT IN OLD DINING CARS
REPLICA OF THE TRAIN PRESIDENT HARDING WAS ON WHEN HE BECAME ILL AND DIED 1923
NEWS STANDS
MANOR BREAD WAGON
CUSTOMS CENTER

ECONOMICS

Possible redevelopment uses to consider:

1. Retail: Shopping center, Gift Stores—connected with other uses (i.e. Museum), BookStore—connected with other uses (i.e. Museum)
2. Hotel
3. Entertainment Center (music, exercise, food)
4. Transportation Center/Museum
5. Offices
6. Visitors Center. A point of information about Kansas City
7. Jazz Hall of Fame
8. Various types of Museums (Science, Military History, Western Museum)
9. Botanical Garden or Winter Garden

Possible criteria to consider:

1. **Community Support**. Will the proposal generate financial commitment in the form of private foundation money? Voter support for a bond issue? Will commitment be metropolitan wide?

2. **Maintain the Architectural Integrity of the Union Station.** Will important portions of the building be altered or destroyed? (i.e. Grand Lobby and North Hall)

3. **Financially Sound**. Will the project be self-supporting? Will there be sufficient income generated to cover upkeep?

4. **Combination of Public and Private Uses.** Will there be public access to the building? Private uses would generate revenue to help keep the project afloat.

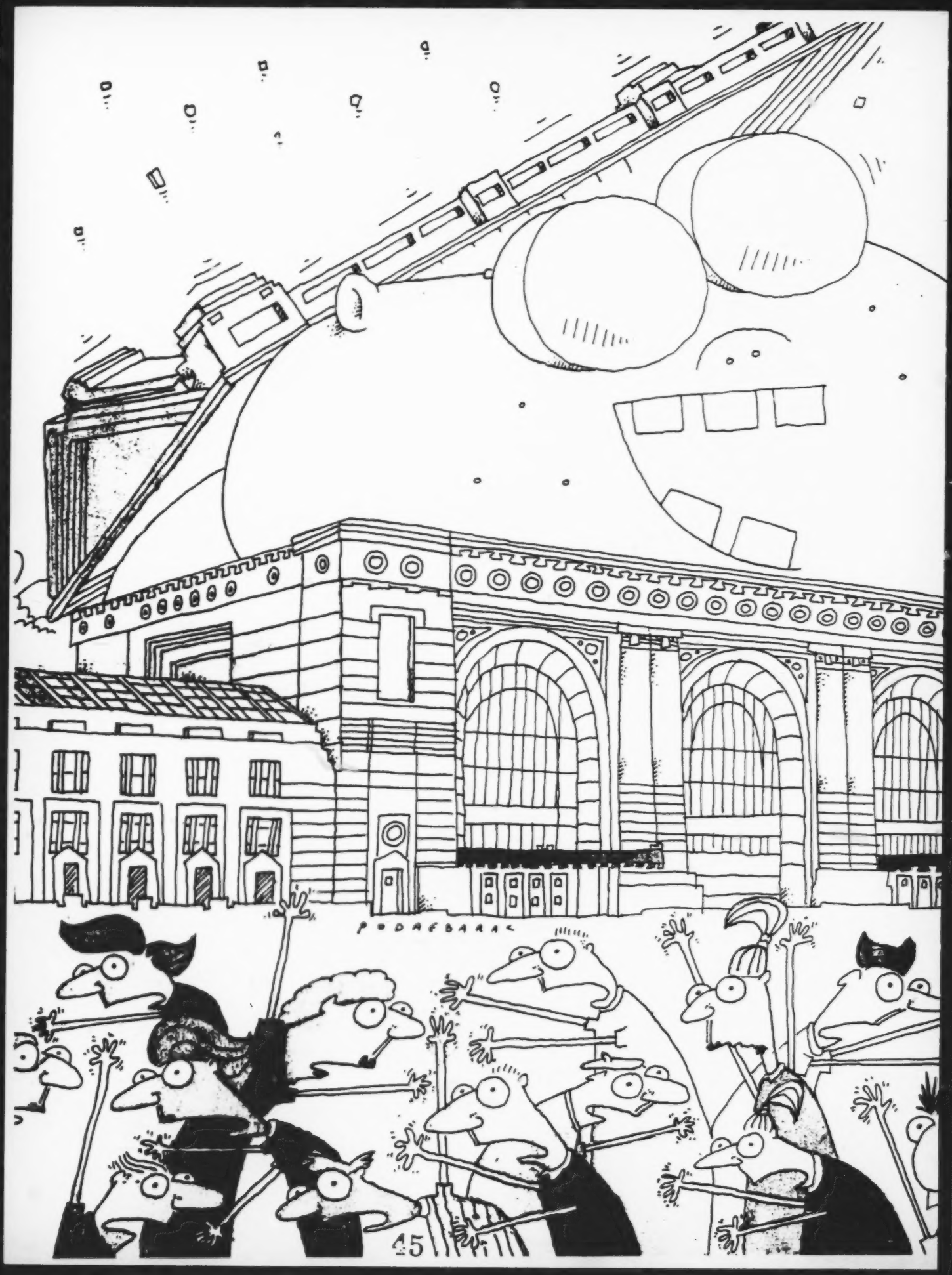
5. **Attract Large Crowds of People.** Is the project on such a grand scale as to benefit a diverse number of people?

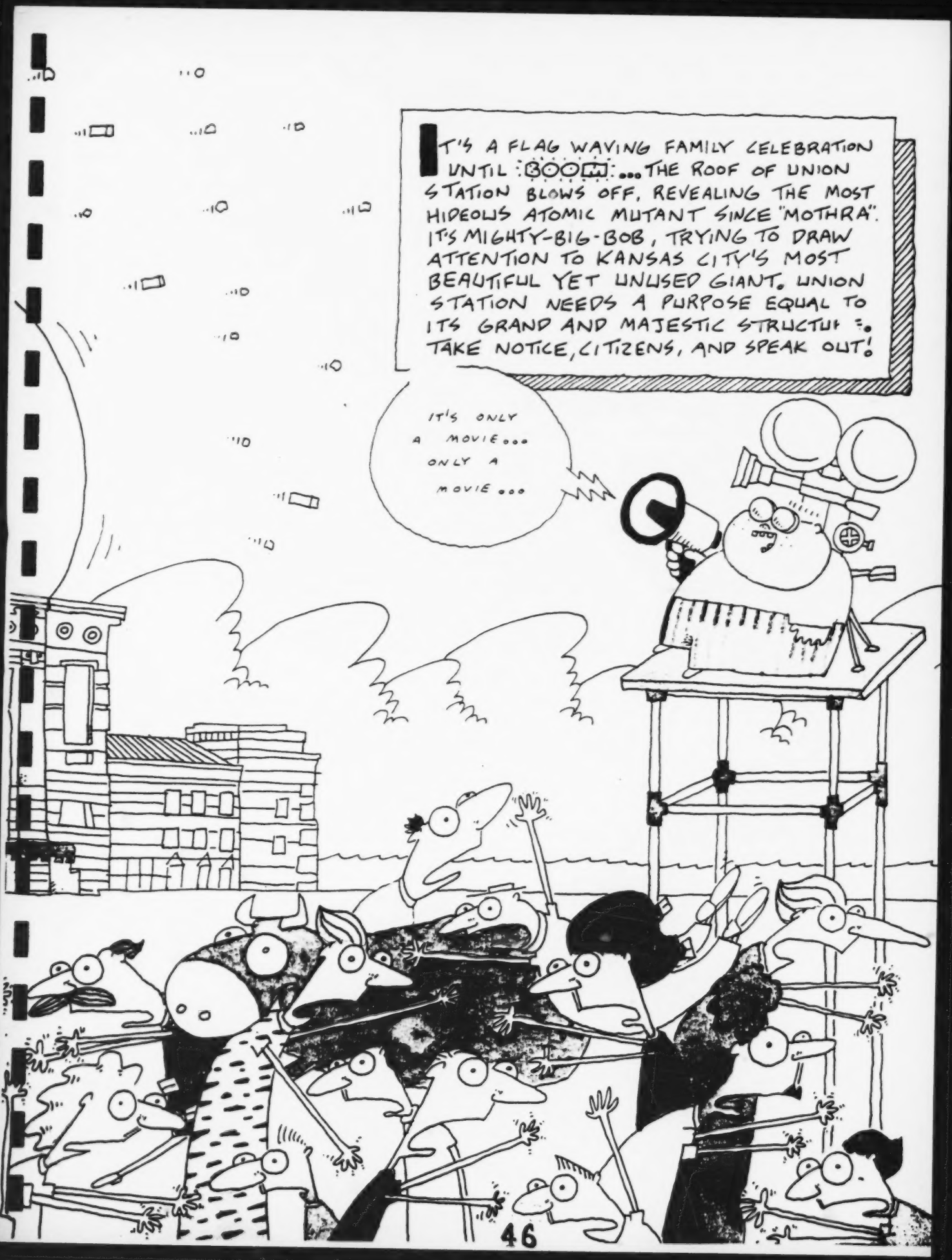
6. **Integration With Nearby City Development Objectives.** Will the use enhance development downtown at Crown Center and the Riverfront? Or will it detract from it? Will new business be generated rather than business being drawn away from existing facilities?

Trizec, a real estate development firm and a broker for the project with development sights/responsibilities has listed three criteria considered essential to any redevelopment plan. They are: 1. A specified action plan, 2. A quality developer and 3. Financing.

ECONOMIC DECISION MAKING GRID

CRITERIA / ALTERNATIVES					


PODAGBAAK


IT'S A FLAG WAVING FAMILY CELEBRATION UNTIL :BOOM: ... THE ROOF OF UNION STATION BLOWS OFF, REVEALING THE MOST HIDEOUS ATOMIC MUTANT SINCE "MOTHRA". IT'S MIGHTY-BIG-BOB, TRYING TO DRAW ATTENTION TO KANSAS CITY'S MOST BEAUTIFUL YET UNUSED GIANT. UNION STATION NEEDS A PURPOSE EQUAL TO ITS GRAND AND MAJESTIC STRUCTURE. TAKE NOTICE, CITIZENS, AND SPEAK OUT!
IT'S ONLY A MOVIE... ONLY A MOVIE...

ADVOCACY

Not just for kids, but for all of us, Union Station is a visual history book of Kansas City. And it is a good one.

1. It tells a story of excellent siting and open space in the center of a city—a space that no other city has today. We do not have to **create** a building or the space. The space is there to be used.

2. It tells a story of a building that can have many uses. When you study the original plans and know the numbers of uses and users that the Station has always accommodated, you know that it can easily handle the civic center plan that is put forth by the city council.

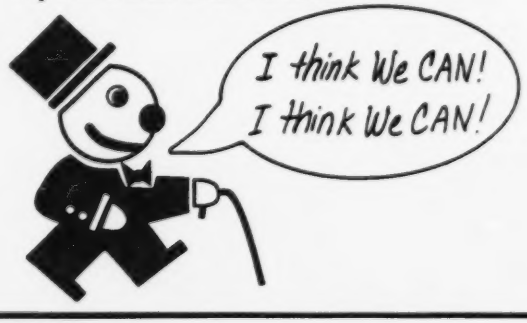
3. It tells a story of hope and progress—of a city that would build a station that could accommodate a metropolis of one million when it had only 300,000 population at the time. Kansas City was ready to enter the new century with optimism and enthusiasm. The Station was and is the jewel in our crown, it is the symbol that can get Kansas City moving **again.**

In short, the building that is Union Station tells a story of a city which believed in itself, in its economic progress, in pride in design, in advance planning for the city, a city which believed it could compare with any other city in this nation.

In a more general way, buildings tell us who we were, who we are and where we are going. We know the story that Union Station is telling us about our past and present. What is it going to say about our intentions for tomorrow?

We know that if **you** are reading this, **you** are not a part of the problem. What we hope is that you and your students can convey to others that there can be a plan for Union Station, an imaginative plan that brings back Jarvis Hunt's original idea for a Civic Center, a plan that encompasses many ideas and multiple uses that citizens have offered up in this pursuit for a use for this grand structure, a plan that fits in with the City Beautiful movement idea which began this city; a plan that reinforces the parks and boulevards that we are famous for.

Can you make a difference? Not unless you speak out. One of the goals for our education efforts is to "bring up" advocates for a quality built environment. We are urging students to speak out and communicate in whatever way works best for their particular skills: it may mean creating a painting, taking a photograph, attending a meeting, expressing thanks or concern. On the following two pages are two ways to speak out: an Action Letter and a City Beautiful award. Try it—it **can** make a difference.



ACTION LETTER

Write a one-page, typewritten Action letter expressing your concern for Union Station. Your letter may be positive or negative. Your letter should be directed to the person who can most effectively bring about change, or in the case of a positive letter, the person who has been responsible for the action you are complimenting. Or, your letter may influence many individuals by its appearance in your local newspaper. If you are an artist, consider expressing your message via a visual message. Reward yourself if: (1) you receive a response, (2) your letter or message appears in the media, (3) your suggestion is put into action.

Here is a suggested format for an Action letter:

Paragraph I: a description of a problem or environmental asset

Paragraph II: an explanation of why that particular problem affects the letter writer

Paragraph III: background substantiation for changing, improving, or maintaining the area

Paragraph IV: a specific solution if the issue is a problem

Paragraph V: and a short paragraph recapping the issue, and its possible solution or thanking the responsibility-person for his/her concern with the environment.

As a result of these advocacy activities, we have seen a number of letters and would like to borrow from one:

I didn't speak out when they razed the Old Board of Trade on west 8th. It was not a popular issue. (There was no organization to help me work on it.)

I didn't speak out when they tore down Emery Byrd Thayer, because, after all, it was being rebuilt.

I didn't speak out when they leveled Knickerbocker Place because I didn't know anyone who lived there.

I didn't speak out when they built the Pershing II building because, hadn't Trizek promised to renovate the station?

I didn't speak out to vote yes when Union station was on the 1988 ballot because I didn't think it would pass.

I didn't speak out when we lost our city's most important landmark. I had forgotten how to.

You can speak out.
Kansas City is getting a second chance. With Union Station as the beginning, we can make Kansas City the great city that our forefathers once envisioned.

CITY BEAUTIFUL AWARD

The City Beautiful Award and Certificate is a project originated by the Kansas City Archi-Net organization, a group of teachers, architects and citizens networking for built environment education. It is to be awarded to the average citizen who has chosen to make a difference in the created or man-made environment: the person on your block who has a beautiful rose garden; the individual who sites a piece of sculpture where everyone can enjoy and see it; the business which landscapes a public corner; the artist whose work adds to the beauty of a building; the citizen who is an activist for the environment; the architect or historian who organizes city tours.

The Kansas City award is bordered with the Arts and Crafts style window pattern from the historic Savoy Hotel and Grill in downtown Kansas City. If you live in another city, please feel free to adapt the award "border" to your particular city, and to reproduce the award in any way you would like. The award is meant to be sent to hundreds of people, not just a few. Many classrooms are reproducing the award and having each student select and send the award to someone they want to recognize, an illustration of Archi-Net in Action. If you give an especially interesting award, let us hear from you. We'll tell others about it in *archiNews*, the newsletter which links individuals who are working to promote built environment education.

For more information about Archi-Net, or to tell us about a special award, please write Debbie Lerner, 457 W. 104th, Kansas City, Missouri 64114, 816-941-0508, or Ginny Graves, 5328 W. 67th St., Prairie Village, Kansas 66208, 913-262-0691.

HOW TO MAKE A UNION STATION MODEL

Directions for Making Model of Union Station

1. Cut out all pieces. (It is easier to cut the long straight sides first, then snip the small triangular pieces).

2. Fold all pieces along [illegible]t, black lines (at triangle points) or [illegible]ted lines. (If in doubt, check the tabs as they also indicate where folds should be, especially along the rooftops.) It is easier if you hold a ruler or straight edge by the line as you fold.

3. Use rubber cement to fasten parts together. It works best to put rubber cement on both faces that are to be glued together. If the rubber cement is tacky—a little bit dry—and both parts have rubber cement on them, the bond will be made more quickly and the students will have to hold pieces together for less time.

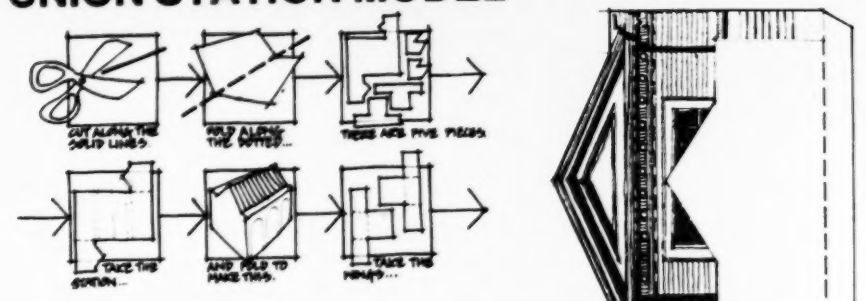
Tips for Teachers from Punky Beasley, P.S. #1.

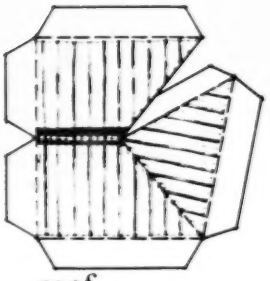
This model is easier to assemble if slightly larger. Set copy machine on 150% increase. Duplicating on paper versus cardstock: I've made models out of regular paper **and** cardstock. Overall, I've found the cardstock easier to work with, though it is more expensive. ($.05 versus $.10 per sheet at Kinko's.) Folding is more difficult with cardstock, but putting it together is much easier as it is stiffer.

I made at least one model first and put it "on display." I referred the kids to it when they got stuck, otherwise I would have put all of their models together myself or gone nuts trying to explain it verbally. (I put my 2-6 graders in groups of three. Each group made one model.)

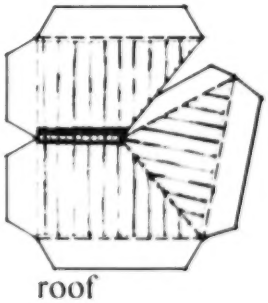
If you would like to buy the Union Station Model Kit, call the Kansas City Museum Shop at 816/483-8300.

UNION STATION MODEL

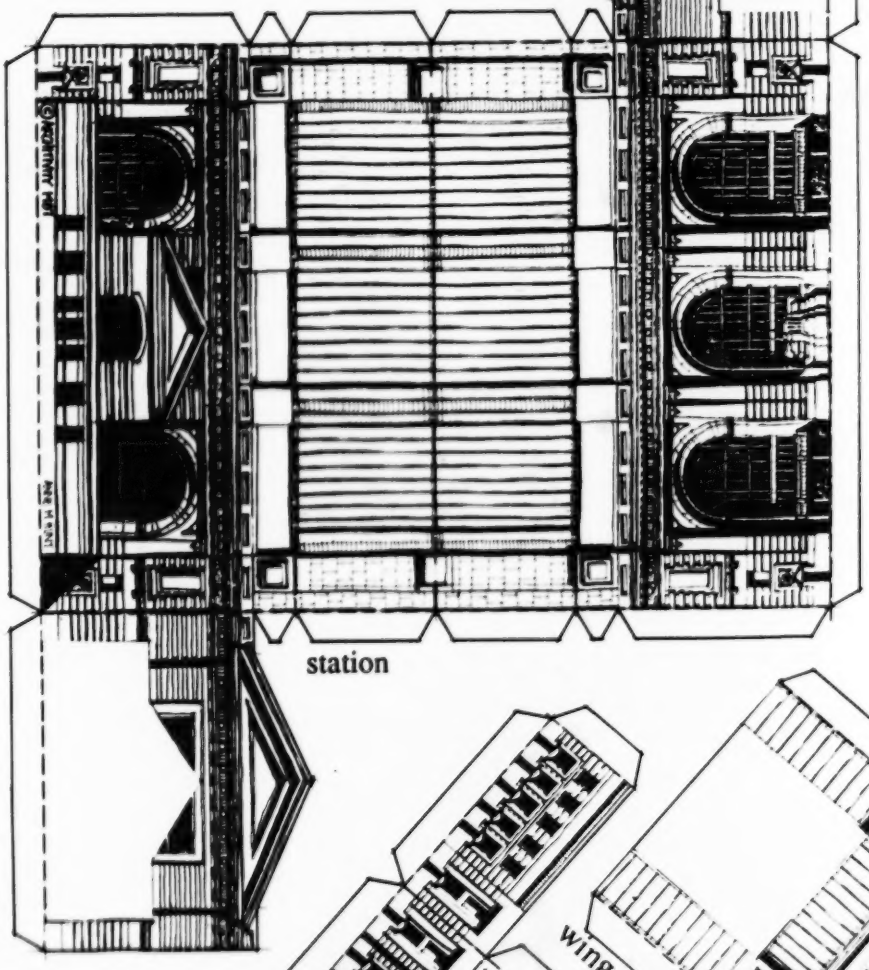

CUT ALONG THE SOLID LINES
FOLD ALONG THE DOTTED...
THERE ARE FIVE PIECES
TAKE THE STATION...
AND FOLD TO MAKE THIS.
TAKE THE WINGS...



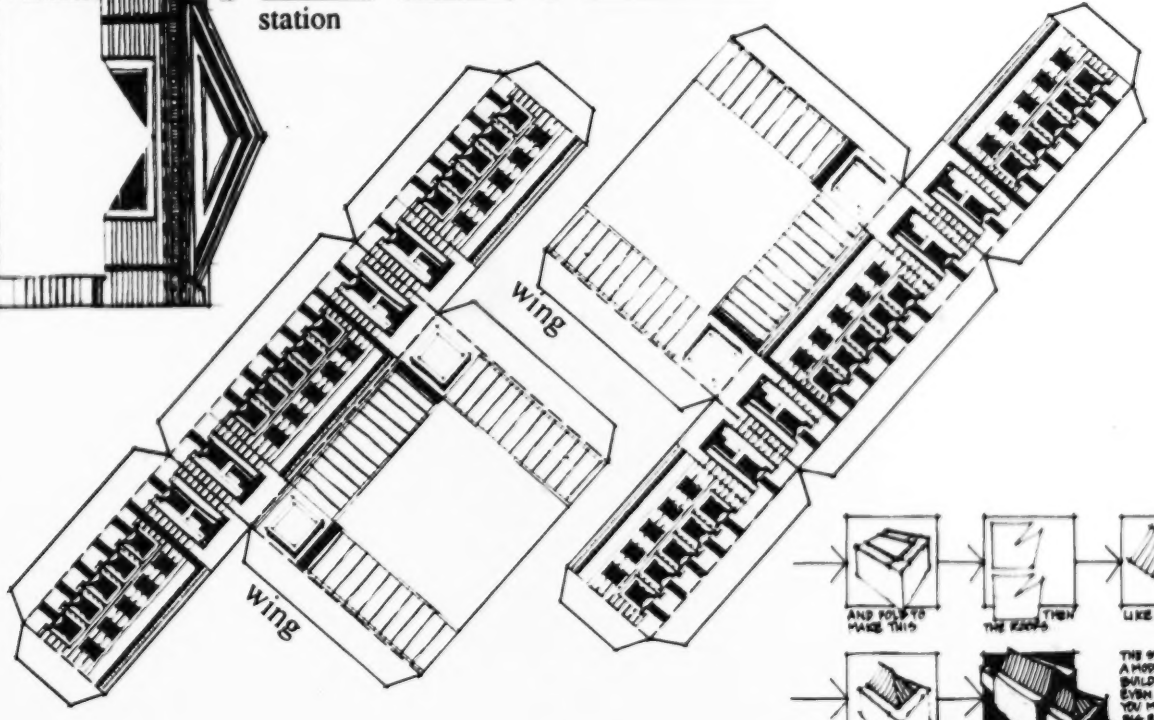
roof

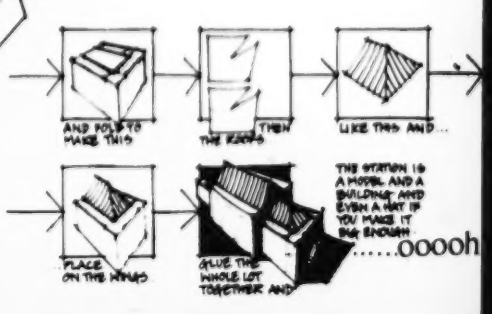


roof



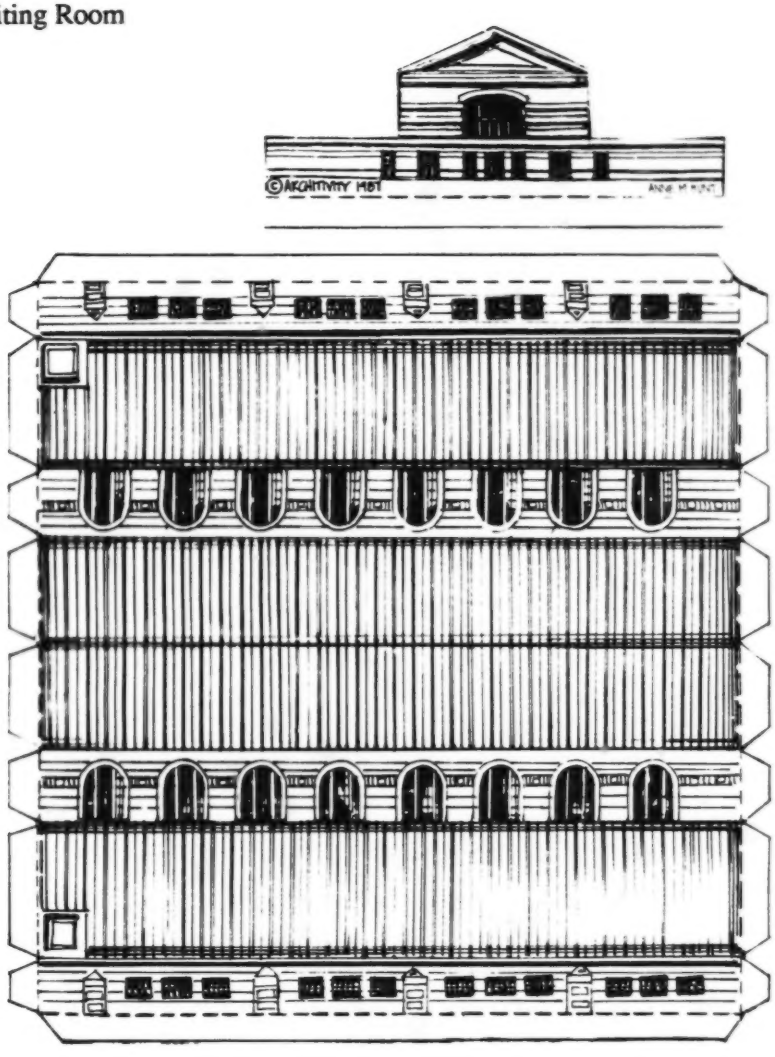
station




AND FOLD TO MAKE THIS
THEN
LIKE THIS AND...
PLACE ON THE WINGS
GLUE THE WHOLE LOT TOGETHER AND
THE STATION IS A MODEL AND A BUILDING AND EVEN A HAT IF YOU MAKE IT BIG ENOUGH
.....ooooh

UNION STATION MODEL

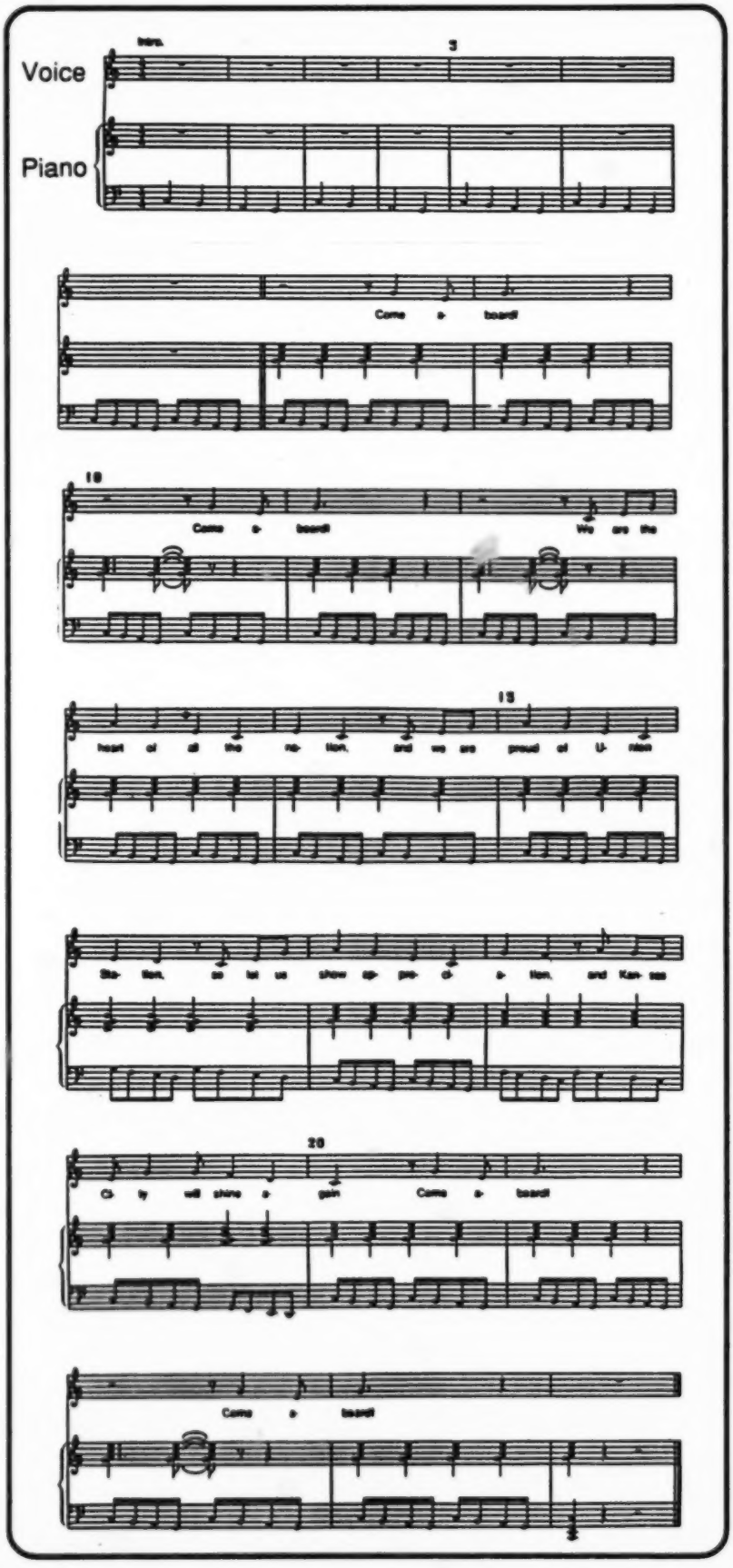
The North Waiting Room



Credits:
Thanks to Anne Hunt, Warwickshire,England who cared enough to design this Union Station Model for Kansas City.

UNION STATION SONG

Words and Music by
Barbara Katz


Voice
Piano
Come a board!
Come a board! We are the
heart of all the na tion, and we are proud of U- nion
Sta tion, so let us show ap pre ci a tion, and Kan sas
Ch ly will show a gain Come a board!
Come a board!

RESOURCES

Architecture Vocabulary

Henry Hobson Richardson and His Works, Mariana Griswold VanRensselaer, Dover Publications, New York

The Brown Decades: Louis Mumford (architecture of latter half of 19th c.)

Union Station Massacre

Tom's Town: Kansas City and the Pendergast Legend, William M. Reddig, University of Missouri Press, 257-259-262

Blood Letters and Badmen, J. Robert Nash, M. Evans and Co, New York,

Missouri Waltz, Maurice Milligan, Charles Scribner's Sons, New York, "Union Station Massacre," 111.

Articles on Union Station Massacre. *Kansas City Times.* June 13-25, 1983. (Check with Kansas City Missouri Public Library.)

Union Station History

"Union Station, a Grand Gateway of Life," Saturday, Feb. 20, *Kansas City Times.*

Kansas City and the Railroads. Charles N. Glaab. State Historical Society of Wisconsin, Madison. 1962.

"Kid City Comics," Feb. 28, 1988, Sunday comic section, *Kansas City Star,* Scott Sebree, editor.

Kansas City

Frontier Community. Kansas City to 1870. Theodore Brown. Columbia, Missouri: University of Missouri Press, 1963.

City of the Future, Haskell and Fowler, 133

Kansas City, Missouri, an Architectural History, George Ehrlich, HKCF, K.C.

The Landmarks Commission: *A Place in Time*

Kansas City published by American Institute of Architects, KC.

Landmarks Commission monograph: *Union Station* by Patricia Brown Glenn

The Way We Were Kansas City, Missouri. Jack C. Cox. Wilborn and Associates, 1981.

Building Structures

Building, From Caves to Skyscrapers, Mario Salvadori, Athaneum Press

Urban Planning

Life and Death of Great American Cities, Jane Jacobs, Vintage Paperbacks

The Image of the City, Kevin Lynch, MIT Press, Cambridge, 1965.

Railroading

A Time of Trains, David Plowden, New York: W.W. Norton and Company, 1987.

Trolley through the Countryside, Allison Chandler, Denver, Colorado: Sage Books. 1963.

Media

"Union Station: What Will Become of It?" A slide show by Barbara Weatherford, Anita Toby and Louanne Hein, Blue Valley.

"Union Station". A video narrated by Walter Cronkite. Detailed information about the Emilio Ambasz plan for Union Station.

Both video and slide/tape are available in most school resource centers or call AIA Built Environment Education Resource Center, 913-262-0691.

The Missouri Valley Room, Kansas City Missouri Public Library. Contains vertical files on Union Station and other Kansas City buildings. Notice the mural of the old Victorian station behind the checkout desk.

"Building Kansas City's Union Station," a photographic collection organized by Nicolette Bromberg and David Benjamin, Kansas Collection, University of Kansas Spencer Research Library. The Library is the recipient of the Kansas City Terminal Railway Company's photos and documents. To use the collection for research, please make an appointment by calling 913-864-4274. Western Reserve Library: 276-1543. Construction photos of Union Station in progress (mostly duplicates of KU's collection) Contact: Dave Boutros.

Movies:

"The Harvey Girls," starring Judy Garland and Ray Milland.

"Movin' On," a history of the railroad in America. University of Nebraska. Segments from World War I through the early 40's provide memorable railroad scenes.

ANSWER PAGE

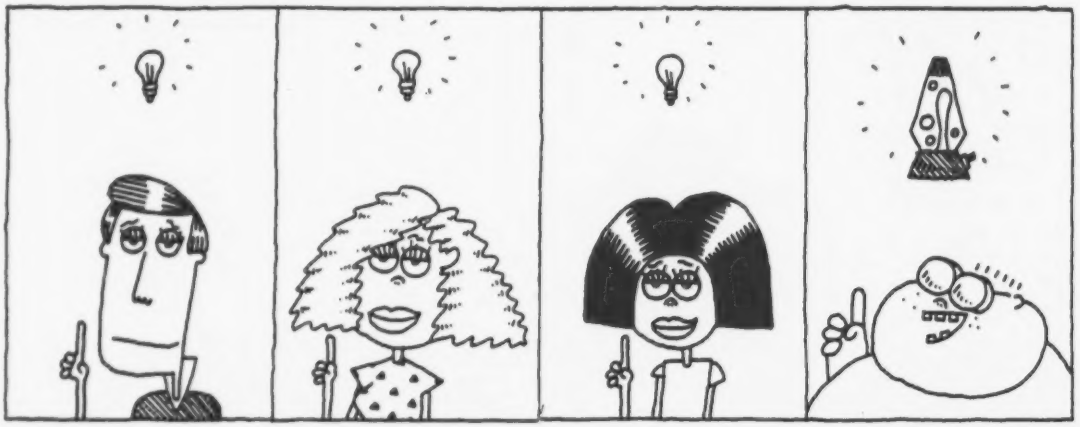


illustration: Charlie Podrebarac

SCAVENGER HUNT ANSWERS

1. Union Station
2. Washington Park
3. Liberty Memorial
4. United States Post Office
5. Pershing One and Pershing Two
6. Crown Center Hotel
7. Alexander Calder

REMEMBER ME ANSWERS

1. City Hall
2. Convention Hall
3. Federal Courthouse and Post Office
4. Jackson County Courthouse
5. Union Station

FUN WITH NUMBERS

1. 2,150 feet
2. 1,170 feet
3. 1,310 feet
4. 69,300 square feet
5. 72,100 square feet
6. a. 145 4/5
   b. 24,500
   c. 1,274,000 or 1,277,500
7. 2 7/50 or 2.14
8. 6 6/99 or 6.10
9. a. 1,036,000
   b. 1,541 2/3
10. 2

UNION STATION WORD SEARCH

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. B . . . . D . . . . . . . . . . . F
. . A . . . I . . . . M . . . . . . L
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T I C K E T G T L A N D M A R K . L . A
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. . . . . S R S . E O N R . E I . . R
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. . . . . A . . . U T T T O R . N . R . V
. . . . R . . . D . S I B I . T . E A . A
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A G E N T O . R . C . . N . N . R K . .
. . . . . C B O X C A R A M T R A K E . .
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ARCHINET MEMBERSHIP FORM

ARCHINET: An interested group of teachers from the Greater Metropolitan Area committed to increasing environmental, historical, and cultural awareness of Kansas City. We are making this a cooperative effort with the American Institute of Architects.

ABOUT THE ARCHINET ORGANIZATION: We are focusing our energies on the development of relevant instructional materials and activities which highlight Kansas City landmarks. These materials will be made available to community teachers especially and/or students at the landmark site. Some materials would be on loan while other materials would have a minimal cost.

Some of our activities include Spirit Festival Architivity booth for families; advisory committee for graduate courses; school in-service workshops and a network of educators to help support this idea; built environment curriculum packets and materials for check out to members.

With your Dues Contribution you will have the opportunity to pioneer built environment education efforts with others nationally and in the metropolitan area; receive information about top-notch programs and classes through our publication archiNews; and because of our cooperation with other organizations involved with architecture and the built environment, be put on speaker and city tour mailing lists. Other questions about activities or membership? Call Ginny Graves, 913/262-0691 or Punky Beasley, 816/ 753-2288.

Send $20 membership dues to Jan Tharp, 5328 W. 67th St., Prairie Village, Kansas 66208. Make check payable to ArchiNet.

Name _____ Home phone _____

Address _____

City _____ State _____ Zip _____

Grade level _____ or Subject _____

School District _____ School phone _____

CONTRIBUTORS:

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HOW TO ORDER CURRICULUM MATERIALS

Prepared by teachers, tested by teachers, improved by teachers—in partnership with architects, historians, city planners and artists—**Architivity: Union Station** identifies the ways that built environment education can be introduced into "teachable moments" of every curriculum area: history, science, math, the arts. It also provides practical exercises for developing all skills: reading, writing, speaking, math; and exercising all thinking levels. Although site specific, it can serve as a prototype guide for teaching about, other manmade structures in any community.

Architivity: Union Station is published in a spiral bound format with ample margins and lays flat for copying. All information in the guide is reproducible for education purposes. One resource book can serve many classrooms and schools.

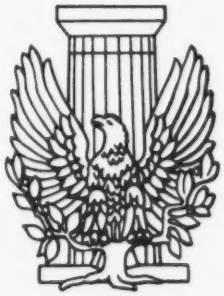
Architivity: Union Station is a cooperative effort of the Kansas City American Institute of Architects and the ArchiNet organization, educators, citizens and architects working together to create understanding of the built environment. Future landmark curriculum guides are planned.

To order a copy of **Architivity: Union Station,** send $18^{00} (includes postage and handling) to American Institute of Architects, Attn: **Architivity: Union Station**, 104 W. 9th Street, Kansas City, Missouri 64105. Request a listing of other built environment education materials available.

NOTES

SINCE NO ONE KNEW WHAT TO DO WITH IT, CHET HITCHED UNION STATION TO HIS 4-WHEELER AND HAULED THE SUCKER TO LENEXA WHERE IT SITS NEXT TO HIS SATELLITE DISH.

illustration: Charlie Podrebarac



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